THE INDIAN PORTS ACT, 1908 (XV OF 1908).*

† G. N., M. D., dated 15th June 1878 (B. G., Pt. I, p. 374). S. 4 (1)

Modified by G. N., M. D., No. 1061, dated 31st July 1917.

Under Section V of the Indian Ports Act, XII of 1875, His Excellency the Governor in Council is pleased, with the sanction of the Governor General of India in Council, to extend to the Port of Bombay the provisions of the following sections of the above Act :—

" 38. No vessel of the burden of two hundred tons or upwards, shall be moved in any port to which this Section has been specially extended without having a Pilot, Harbour Master, or Assistant of the Master Attendant or Harbour Master on board ; and no vessel of any burden less than two hundred tons and exceeding one hundred tons shall be moved in any such port without having on board a Pilot, Harbour Master, or Assistant of the Master Attendant or Harbour Master, unless authority in writing so to do has been obtained from the Conservator or some officer empowered by him to give such authority.

" If any vessel, except in case of urgent necessity, be moved contrary to the provisions of this Section, the Master of such vessel shall for every such offence be punished with fine which may extend to two hundred Rupees, unless upon application to the proper officer the Master be unable to procure a Pilot, Harbour Master or Assistant of the Master Attendant or Harbour Master to go on board the said vessel.

" 39. Every vessel exceeding the burden of two hundred tons and lying in any such port shall be provided with a proper force pump, hose and appurtenances, for the purpose of extinguishing any fire that may occur on board.

" The Master of every such vessel who, having been required by the Conservator to comply with the provisions of this Section, without lawful excuse neglects or refuses so to do for the space of seven days after such requisition, shall be punished with fine which may extend to five hundred Rupees.

" 40. No person, unless duly authorised by the Conservator, shall creep or sweep in any such port for anchors, cables, or other stores lost or supposed to be lost therein.

" Whoever offends against the provisions of this Section shall be punished with fine which may extend to one hundred Rupees.

" No person shall, without the permission of the Conservator, remove or carry away any rock, stones, shingle, gravel, or soil, or any artificial protection from any part of the bank or shore of any such port ;

and no person shall sink or bury in any part of such bank or shore, whether the same be public or private property, any mooring-post anchor or any other thing, or do any other thing which is likely to injure or to be used so as to injure such bank or shore, except with the permission of the said Conservator, and with the aid or under the Inspection of such person (if any) as he may appoint to take part in, or overlook the performance of, such work.

---

* For entrustment of functions of the Central Government under clause (*p*) of sub-section (*1*) of section 6 and sections 17, 49 and 50 of the Act in respect of all the ports in the Province of Bombay except the port of Bombay see G. of I., Deptt. of Education, Health and Lands, Public Health, Notn. No. F. 10-I/38-G, 30th March 1938, under section 124 (*1*) of the Government of India Act, 1935.

† This notification issued under section 5 of Act XII of 1875 corresponding to section 4 (*1*) of Act XV of 1908 is kept in force by section 24 of the General Clauses Act, 1897.

"Whoever offends against the provisions of this Section shall for every such offence be punished with fine which may extend to one hundred Rupees, and shall pay the expenses of repairing the injury (if any) done by him to such bank or shore."

S. 4 **G. N., M. D., No. 1061, dated 31st July 1917 (B. G., Pt. I, p. 1798).**

In exercise of the powers conferred by clause (*c*) of sub-section (*1*) of section 4 of the Indian Ports Act, 1908 (XV of 1908), and in modification of Government Notification in the Marine Department, dated the 15th June 1878, the Governor in Council is pleased to withdraw section 31 of the said Act from such part of the port of Bombay* as lies south of a line drawn from east to west through the Pronge Lighthouse.

S. 4 **G. N., R. D., No. 8563/28, dated 5th April 1932 (B. G., Pt. I, p. 761).**

In exercise of the powers conferred by clause (*c*) of sub-section (*1*) of section 4 of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to withdraw the said Act from the port of Mahim (Kelwa) in the Northern Group of Ports and the port of Kelshi in the Southern Group of Ports of the Bombay Presidency mentioned in Part III of Schedule I to the said Act.

2. Entries relating to the said ports in Part III of the said schedule, and in Government Notification in the Revenue Department, No. 2392-B, dated the 12th April 1901, shall be cancelled.

S. 4 **G. N., R. D., No. 223/24, dated 26th March 1936 (B. G., Pt. I, p. 546).**

In exercise of the powers conferred by section 4 (*1*) (*c*) of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to withdraw the said Act, from the port of Bhendi Bandar (in Thana creek) and cancel Government Notification, Revenue Department, No. 223/24 (*b*) of 7th November 1924, with effect from 1st April 1936.

Ss. 4 & 33 (2) **G. N., R. D., No. 85-G/33, dated 7th February 1933 (B. G., Pt. I, p. 359).**

In exercise of the powers conferred by clause (*c*) of sub-section (*1*) of section 4 and sub-section (*2*) of section 33 of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased (1) to withdraw the said Act from the port of Dehegam in the "*Northern Group of Ports*" of the Bombay Presidency mentioned in Part III of the First Schedule to the said Act, and (2) to direct that entry No. 4 relating to the said port in Part III of the said Schedule shall be cancelled.

Ss. 4 & 33 (2) **G. N., R. D., No. C-1270, dated 15th December 1939 (B. G., Pt. IV-A, p. 2314).**

In exercise of the powers conferred by clause (*c*) of sub-section (*1*) of section 4 and sub-section (*2*) of section 33 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased (1) to withdraw the said Act from the port of Kirnapani in the "Southern Group of Ports" in the State of Bombay mentioned in Part III of the First Schedule to the said Act, and (2) to direct that entry No. 35 relating to the said port in Part III of the said Schedule shall be cancelled.

S. 4 **G. N., R. D., No. 9572/45 (d), dated 29th July 1949 (B. G., Pt. IV-A, p. 807).**

In exercise of the powers conferred by section 4 of the Indian Ports Act, 1908, read with the Janjira, Sawantwadi and Cambay States (Application of Ports and Customs Laws) Order, 1949, the Government of Bombay is pleased (*i*) to extend the provisions of the said Act to the Ports of the Janjira State mentioned in column 1 of the Schedule appended hereto and (*ii*) to declare that the limits of the said ports shall be as specified against them in column 2 of the said Schedule.

* The powers unber S. 4 (*1*) (*c*) of Act XV of 1908 with respect to major ports now west in the Central Government.

SCHEDULE.

Name of Port.	Limits under the Indian Ports Act, 1908 (XV of 1908).
Murud (Janjira) ..	The coast line one mile seaward from its South-West point of More village up to the Southern most point of Ekdara Hill and thence North-Eastward up to Khore Bay, all creeks, banks and shores within this limit as far as navigable.
Rajpuri ..	From a line drawn from the Southern outskirt of Ekdara Hill up to Nanoli Light House point, both banks of Rajpuri river and Mandad creek as far as navigable.
Kumbharu ..	The entire coast line one mile seaward from Nanoli Light House point Southward up to the shores of the village of Shekhadi, both banks of the channels of Divaghar and Karle as far as navigable.
Borlai-Mandla ..	The Southern coast line one mile seaward from the South-West corner of Korlai Fort up to the Northern outskirts of Kashid village excluding the foreshore of Kashid.
Nandgaon ..	The coast line one mile seaward from Kashid village up to the North-Western point of More village, all banks, creeks and shores within this limit as far as navigable.
Shrivardhan ..	The coast line one mile seaward from Shekhadi village Southward up to the head-land of Hareshwar, all shores, banks and creeks within this limit as far as navigable.

G. N., P. W. D., No. 1812/48, dated 1st Febuary 1950 (B. G., Pt. IV-A, p. 48). S. 4

In exercise of the powers conferred by section 4 of the Indian Ports Act, 1908 (XV of 1908), the Bombay Government is pleased (I) to extend the provisions of the said Act to the Port of Kirnapani in Ratnagiri District and (II) to declare that the limits of the said port shall be as follows, viz. :—

A line drawn from eastern-most boundary of Terekhol village Southwards to middle of the creek and thence following the centre on the thread of the Stream as far as the river is navigable, the banks and shore to north and east of this line.

G. N., P. W. D., No. 1812/48, dated 1st Febuary 1950 (B. G., Pt. IV-A, p. 49). S. 4

In exercise of the powers conferred by section 4 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased (I) to extend the provisions of the said Act to the Port of Cambay in Kaira District and (II) to declare that the limit of the said port shall be as follows :—

The eastern and northern shores of the Gulf of Cambay touching the Cambay Taluka and the navigable Channel of the Mahi river—excluding the port limits of Kavi.

G. N., P. W. D., No. 1845/48(a), dated 8th March 1951 (B. G., Pt. IV-A, p. 66).

Amended by G. N., P. W. D., No. OKP. 4251, dated 25th October 1951.

In exercise of the powers conferred by section 4 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased to extend the said Act to the ports specified in column 1 of the schedule hereto appended and to define their limits as specified against them, respectively in column 2 thereof.

SCHEDULE.

Name of Port.	Limits.
1. Okha ..	*Seaward.*—Starting from a point in Latitude 22° 25·05′ N, Longitude 68° 59·3′ E, on the west coast of the peninsula; thence northward to Latitude 22° 32′ N, Longitude 68° 59·3′ E; thence eastward to Latitude 22° 32′ N, Longitude 69° 06·5′ E; thence southward to Latitude 22° 28·35′ N, Longitude 69° 06·5′ E; thence south westward to Latitude 22° 27·7′ N, Longitude 69° 05·4′ E; thence southward to Latitude 22° 27·1′ N, Longitude 69° 05·4′ E; thence westward to Latitude 22° 27·1′ N, Longitude 69° 04·5′ N, to join the eastern coast line of the peninsula; thence follow the coast lines south westward to a position in Latitude 22° 26·2′ N, Longitude 69° 03·15′ E, marking the limit of coast-line in Port's possession on the eastern coast; thence the area on the land side fringed by Adatra Survey numbers :— 83, 81, 80, part of 77, part of 1, 34, 39, part of 41, 35, 38/1, 62, 61, 59, 60, 63, 22, 21, 58 and part of 64; thence running south westward along the railway line to a point in Surajkaradi Survey No. 105 and thence bounded by Survey Nos. 105, 107, 109, 114/2, 114/1, 115/2, 117, 118, 240, 244, 243.
2. Kotda ...	The area extending 50 yards beyond high water mark bounded on the north by a point where Sangavadi river meets the creek; on the east by a line drawn in the middle of the creek lying between Kotda and Vanakbara of Diu; and on the west by a shore beyond 50 yards of high water mark.
3. Madhwad ..	The area extending 50 yards of high water mark bounded on the north by a line drawn from the road leading from Velan Village to the due east up to the limit of Kotda port and thence to the west up to Lighthouse.
4. Muldwarka (Kodinar)..	The area extending 50 yards beyond high water mark bounded on the north by a point where Custom House is situated; on the east by a point where Singwad river meets the sea; on the west by a point where Samat river meets the sea.
5. Beyt ...	The area extending 50 yards beyond high water mark bounded on the south by Beyt masonry jetty and on the north by the corner up to Custom House,
6. Rupen (Dwarka)..	The area extending 50 yards above high water mark bounded on the north by Rupen wooden jetty; and on the south by Bhagirthi, Ganga and Rukmini temple.

G. N., P. D., No. 6204, dated 6th June 1930 (B. G., Pt. I, p. 1438). S. 5

In exercise of the powers conferred by section 5 of the Indian Ports Act, 1908 (XV of 1908), and in supersession of all previous notifications* issued on the subject the Governor in Council is pleased to direct that the following shall be declared to be the limits of the Port of Bombay, namely :—

*(a) No. 88, Marine Department, dated the 30th October 1886 (published at page 942 of the *Bombay Government Gazette*, dated the 4th November 1886, Part I).

(b) No. 4841, Revenue Department, dated the 21st May 1912 (published at page 765 of the *Bombay Government Gazette*, dated the 23rd May 1912, Part I).

(c) No. 8908, Revenue Department, dated the 30th September 1913 (published at page 1596 of the *Bombay Government Gazette*, dated the 2nd October 1913, Part I).

(d) No. 629-A, Marine Department, dated the 3rd January 1928 (published at page 14 of the *Bombay Government Gazette*, dated the 5th January 1928, Part I).

To the North.—From the boundary pillar south-west of and near to the village of Trombay the shore of Trombay Island to Pir Pau, thence the shore of Trombay Island to the boundary pillar situated in Survey No. 42 of Anik village, and thence a line across the Mahul Creek to the boundary pillar situated on the south bank of Chandni Creek.

To the West.—The eastern shore of the Island of Bombay, from the boundary pillar situated on the south bank of the Chandni Creek, to the southern extremity of Colaba Point, thence the shore of Back Bay to Malabar Point, thence a line drawn to the Bombay Floating Light at a position approximately Lat. 18° 50′ N., Long. 72° 44′ E., and continued to the boundary pillar on the west point of Kundari (Kennery) Island and thence the western shore of the Island to the boundary pillar on the south point thereof.

To the South.—A line drawn from the boundary pillar on the south point of Kundari (Kennery) through the south point of Undari to the boundary pillar on the mainland south of the village of Navagam (Nevedar Navgaon).

To the East.—From the boundary pillar situate south of Navagaon (Nevedar Navgaon) the western and northern shore of the mainland to the boundary pillar north-east of the Thull Knob Beacon, thence a line across the Dharamtar Creek to the boundary pillar on the south end of the Island of Karanja, thence the western shore of the Island of Karanja to the boundary pillar situate at the northern-most point of the Island, thence a straight line to the boundary pillar on the north-west point of Hog Island, thence the north shore of Hog Island to the boundary pillar at the north-east point of the Island and thence a line across the Thana Creek to the boundary pillar south-west of and near to Trombay village.

Port limits are extended to and include all water and land usually covered by water within the Prince's, Victoria and Alexandra Docks and any extension of the Docks.

Note.—In this notification the word " shore " is intended to mean the high water mark as defined in the Indian Ports Act, 1908, section 4 (*4*), *i.e.*, the highest point reached by ordinary spring tides at any season of the year.

G. N., R. D., No. 2395/33, dated 21st August 1934 (B. G., Pt. I, p. 1899). S. 5

Amended by G. N., R. D., No. 2395/33, dated 12th October 1934.
Amended by G. N., R. D., No. 223/24 (a), dated 26th March 1936.
Amended by G. N., R. D., No. 2395/33, dated 3rd May 1937.
Amended by G. N., R. D., No. C-1270 (a), dated 15th December 1939.
Amended by G. N., R. D., No. 9546/45 (b), dated 26th April 1949.

In exercise of the powers conferred by section 5 of the Indian Ports Act, 1908, (XV of 1908), and in supersession of Government Notifications in the Revenue Department, Nos. 2392-A and 2392-B, dated the 12th April 1901, as amended from time to time, the Governor in Council is pleased to declare that, on and from the 1st day of September 1934 the limits of the following continental ports of the Bombay Presidency in the northern and southern groups mentioned in Part III of the First Schedule to the said Act shall in each case be those stated against each of the said ports :—

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
	Northern Group of Ports.	
1	Gogha	To the north a line running east from the northern bank of Sakarkhari. To the south a line running from Kuda point to Piram Light. To the east a line running north from the western side of the Piram Lighthouse.
2	Dholera (Whittle Bandar) ..	The western coast line of the Gulf of Cambay and all navigable channels leading into it between on the north the north bank of the navigable channel of the Khurn creek ; and on the south, the south bank of the navigable channel of the Bavaliari creek. This Bandar also comprises the northern and southern banks of the Wadhrialli creek.
3	Kavi	The navigable channel of the Mahi river and all creeks leading into it, and banks thereof, but where the north bank is in the Cambay State, the boundary towards that bank will be the midstream. The eastern coastline of the Gulf of Cambay up to Malpur in the south and all the creeks in between and banks thereof and also the Gulf one mile from the shores from Kavi to Malpur.
4	Tankari	A line running along the eastern coast line of the Gulf of Cambay, from Malpur in the north to the northern bank of Gujalia creek up to high water spring tides and all creeks and banks thereof east of the line and the gulf one mile from the coast.
5	Dehrej	A line running from the northern bank of Gujalia creek across the entrance of the Gujalia and Ban creeks and then following the coast line up to Lohara and the gulf one mile from the coast. The Gujalia and Ban creeks east of this line and banks thereof.
6	Broach	Navigable channel of the Nerbada river and all creeks leading into it above a line drawn from Lohara on the north to the northern bank of the Kim river at its entrance, i.e., up to the commencement of the limits of Bhagwa port and the Gulf of Cambay one mile from the coast.
7	Bhagwa	A line drawn from the north bank across the entrance of the Kim river and then following the coast to the south shore of Tena creek. All navigable channels and creeks in between and banks and shores thereof and also the portion of the Gulf of Cambay one mile from the foreshore.

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
8	Surat	To the north a line drawn directly across the Tapti from the boundary post immediately above Kimli Bandar at Rander. To the south a line running along the coast from the southern bank of Tena creek to the village of Dipla on the south of Bhimpore creek. All the creeks between and the navigable channel of the Tapti below high water mark spring tides and so much of the Bhimpore creek as lies below and to the westward of a line drawn across the Khari from the boundary post immediately above Bhimpore and including the Dumas channel between the said limits.
9	Matwad	Navigable channel of the Purna river and anchorage outside within a radius of two and a half miles from mid-channel at mouth and the Kanai creek from its mouth up to the village Jogeshwar. The coast line between Purna river and Kanai creek and anchorage seawards within eight fathoms from low water mark.
10	Bulsar	Channel of the Auranga river east of the bar and the tributaries leading into it and the coast line and anchorage within eight fathoms of low water mark from Bhagal Dandi in the north to Surwada in the South. All the creeks between these limits and banks thereof.
11	Umarsadi ..	Channel of the Par river east of the bar and banks thereof and the coast line and anchorage within eight fathoms from low water mark from Surwada village to the north bank of Pariali creek.
12	Kolak	Channel of the Kolak river east of the bar and the Pariali creek and the banks and shores between these and anchorage within eight fathoms from the low water mark.
13	Kalai	A line from north to south bank of Kalai creek and the coast southwards as far as the north bank of Sabdi creek, the shore within this line and anchorage within eight fathoms seawards from low water mark.
14	Marol	The entire coast line extending over one mile seaward with shores from Sabdi creek up to the village of Nargol excluded. Channel of the creek from the entrance and the banks as far as navigable anchorages within a mile seaward outside the entrance of the creek.
15	Umbergaon	The entire coast line extending over one mile seaward with shores from the village of Nargol included and up to the Chikhla creek excluded. A line from the north to the south bank of the entrance of the creek channel of the creek from such line and the banks as far as navigable anchorage within a mile seaward outside such line.

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
16	Dahanu	The coast line one mile seaward from south-west point of Chikla creek in the north to the village of Wadhwan in the south including the banks, shores and creeks within the line as far as navigable with anchorages at Agar and Gungwada.
17	Tarapur	The coast line one mile seaward from the village Wadhwan in the north to the southwest point of village Dilodi in the south including the banks, shores and creeks within the line as far as navigable with anchorages at Varor, Danda, Chinchani, Comada and Ghivli.
18	Nawapur	The coast line one mile seaward from the southwest point of village Dilodi in the north to the southwest point of the village Nandgaon in the south including the banks, shores and creeks within the line, as far as navigable with anchorages at Pofran, Ucheli, Alewadi and Nandgaon.
19	Satpati	The coast line one mile seaward from south-west point of village Nandgaon in the north to the northwest point of Wadrai creek in the south including the banks, shores and creeks within the line as far as navigable with anchorage at Shirgaon.
20	Kelwa	The coast line one mile seaward from the northwest point of Wadrai creek in the north to Narkhadi creek (including Narkhadi) in the south including the banks, shores and creeks within the line as far as navigable and with anchorages at Wadrai, Tembhi, Mahim and Usarni.
21	Arnalla (including Dantivra) ..	The coast line one mile seaward from the southwest point of Narkhadi in the north to the northwest point of Arnalla Fort in the south. Thence in a straight line to the eastward extremity of Wadhiv island, the creeks and shores north and east of this line and both the banks of the Manor creek of the Vaitarna river as far as navigable. The banks, shores and creeks within the coast line with the anchorages at Edwan and Kore.
		The southern extremity of Usarni thence from the southwest boundary of the port Dantivra to the northwest extremity of Arnalla island and thence following the shore to the southernmost point of that island up to the north bank of Rangao creek one mile seaward and then in a southern easterly direction to the mainland both the banks of Bhatana creek of Vaitarna river as far as navigable.
	Southern Group of Ports.	
1	Bassein	A line following the coast and extending one mile seaward from the north bank of Rangaon Creek and thence drawn across the Bassein Creek to Dharawi. The shores and banks of Dongri and Rai-Murdha Creeks half a mile beyond the salt works, south and east of Sopara Creek as far as Manikpur Bridge, the Kaman Creek and of the Bassein Creek including the village of Kharbao as far as the boundary of the port of Thana.

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
2	Utan	A line drawn one mile seaward from north point of Dharavi hill thence south along the coast one mile as far as south western extremity of Gorai village and the coast within that line.
3	Manori	A line drawn one mile seaward from south western extremity of Gorai village then following the contour of the coast at the same distance from it to a point half a mile to the west of the southernmost extremity of Manori. Thence touching the mainland at the north western extremity of Aksa village and all shores and banks included within these limits as far as navigable.
4	Vesawa	A line drawn from the shore at the north western extremity of Aksa village to a point one mile seaward then following the contour of the coast at the same distance from it to the south western-most point of Madh. Then taken in an easterly direction to mainland up to point one mile seaward from the northern boundary of Bandra port and shores and creeks within these limits as far as navigable.
5	Bandra	A line drawn from the northern extremity of Tara village to a point one mile seaward thence following the coast at same distance to the mouth of the Bandra creek and so much of the Bandra creek as is within a line drawn from the southern bank of the creek to a point midstream and following midstream in easterly direction to Mahim causeway and banks and shores within these limits as far as navigable.
6	Bhiwandi	From the north-west extremity of the village of Kevni-Diva, a line due north to the shore of the village of Kharbao, and the banks of the creek east of that line.
7	Kalyan	A line drawn from the west point of the village of Anjur to the north point of the village of Khari and the banks of the creeks east of that line.
8	Thana	From the north limit of the Trombay port and a line from the west point of the village of Wovle due north to the opposite shore : the banks of river and creeks within these limits exclusive of the ports of Kalyan and Bhiwandi.
*9	* * *	* * * * *
10	Trombay	A line from the northernmost boundary pillar of the port of Bombay near the village of Trombay to a point on the Bombay boundary line half way between the abovementioned pillar at Trombay and the pillar on the Hog Island thence to the north limit of the port of Panvel in the village of Turbe and another line from the west point of the village of Dewh due west to the opposite shore the coast and banks within these limits.
11	Panvel (including Belapur) ..	From a point on the north shore of Hog island quarter of a mile eastward of Hydraulic lift to the southernmost boundary of village of Turbe on the east bank of Thana creek, the coast and creeks within these limits as far as navigable.

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
12	Mora	West a line drawn from the Bombay boundary pillar on the shore, one mile seaward west of the Mora village to Bombay boundary pillar on the shore to the southwest of Hydraulic lift, Hog island the bank and creeks within that line as far as navigable. In the Shewa-Nhawa creek the farthest limit is the Panvel Road.
13	Karanja	The banks and creeks as far as navigable within a line drawn from the beacon at Thal-Knob in a north easterly direction to the boundary pillar on the mainland of Karanja opposite Nawkhar point. In the Jasai creek the Panvel road is the farthest limit.
14	Thal	The coast line one mile seaward between south-east boundary of the Bombay harbour and south bank of Varsoli creek with anchorage between those limits and Varsoli river as far it is navigable.
15	Alibag	The coast line one mile-seaward from north point of fort, north-east to the shore and the north bank of the Varsoli creek with an anchorage and the line one mile seaward from the south point of Fort east, southeast to the Choul Khadi beacon along the coast to the north bank of the Theronda creek, the shores, bay and creeks within those limits as far as navigable.
16	Revdanda	The banks and channel of the Theronda creek as far as navigable, then a line one mile seaward from the north-west corner of the Choul fort to northwest extremity of Korlai fort, the banks and river as far as navigable.
17	Mandad	The banks and navigable channel of Rajpuri river.
18	Bankot	The coast line one mile seaward from the north to the south entrance of the Bankot river and the banks of the river as far as navigable; thence following the shore to the south of Padla village, the creeks, shores and banks within these limits as far as navigable.
19	Harnai	The coast line one mile seaward from south of Padla village to the north shore of entrance to Jog river then to the South corner of southernmost fort thence in a straight line to point south of Palande hamlet and thence following the shore to the north-westernmost point of Kolthara village, the shores and creeks within limits as far as navigable.
20	Dabhol	The coast line one mile seaward from the north western extremity of the Kolthara village as far as Wanoshi, thence a line drawn direct to a point on the shore due west of Anjanwell lighth use and thence, following the coast one mile seaward to the northernmost point of Guhagar village, the shores, creeks and banks within these limits as far as navigable.

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
21	Borya	The coast line one mile seaward from the southernmost point of Palshet village round Borya headland to its southernmost point thence a line drawn direct to the northwest extremity of promontory south of Sakhari and the coast line one mile seaward to the south bank of Narwan creek, the banks and creeks within these limits as far as navigable.
22	Jaigad	A line one mile seaward from the headland south of Narwan bay to the most northernly point of Jaigad head and thence following the coast along Amboo, Sankol and Kachra bays to the most north-western point of Undi headland, the rivers, banks and shores within these limits as far as navigable.
23	Varavda	The coast line one mile seaward from the north-westernmost point of Undi headland skirting the Tivri bay and extending along the coast line to the north-westernmost point of Ara hill, the creeks, the banks and shores within these limits as far as navigable.
24	Ratnagiri	The coast line one mile seaward from the north-westernmost point of the Ara hill following the coast line up to Mirya, thence to the southernmost point of that promontory and thence skirting Ratnagiri port to the northern extremity of Kashipur point extending along the coast line to the south-west shore of Pawas-bay, the creeks, banks and shores within these limits as far as navigable.
25	Purnagad	The coast line one mile seaward from south-west shore of Pawas bay to the western extremity of the north headland of the Purnagad bay outside the entrance of the Muchkundi river and thence to the westernmost extremity of the south headland of the same bay, the sea beach within that line and the banks of the Muchkundi river as far as navigable.
26	Jaitapur	From Kasheli headland in the north to Amulghar headland and thence to lighthouse on south headland of Yeshwantgnar creek, and all creeks, banks and shores within these limits as far as navigable.
27	Viziadurg	From Jaitapur lighthouse on the headland at the entrance of the Wagotan river on the north and the coast one mile seaward and thence southward as far as and including "Kaloshi" to the north bank of entrance to Wada river to the south and all creeks, banks and shores within these limits as far as navigable.
28	Devgad	From the north bank of Wada river on the north along the coast one mile seaward and thence southwards up to Katwan hills to the south and all creeks, banks and shores within these limits as far as navigable.
29	Achra	From Katwan hills on the north along the coast one mile seaward and thence southwards to the extremity of the Achra headland, thence to a point one mile due south of it, and thence in a straight line to the shore one mile seaward, and along the shore southwards up to the northern bank of entrance to Sarjekot creek and all creeks, banks and shores within these limits as far as navigable.

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
30	Malwan	From the northern bank of the entrance to Sarjekot creek to south point of Kavda rock, from Kavda rock to the western extremity of Sindhudurg and from this point one mile seaward to south bank of entrance of Karli river, and all creeks including Karli river, and banks and shores within these limits as far as navigable.
31	Nivti	From south bank of entrance of Karli river, and thence following the line of coast one mile seaward, to the south boundary of village Kelus, including the Nivti creek as far as navigable, and banks and shores within these limits.
32	Vengurla	The coast line one mile seaward from the south boundary of village Kelus in the north to north-west extremity of the lighthouse headland, and thence to a point one mile due west of it, and thence in a straight line to west point of Muth head and the coast south as far as south bank of entrance to Mochimad creek, and all creeks, banks and shores within these limits as far as navigable.
33	Redi	A line one mile seaward from south bank of Mochimad creek to northern extremity of Redi point and thence following the shore to northwest boundary of Terekhol including the Redi creek as far as navigable, and the anchorage off the entrance to Redi creek.
*34	* *	* * * *
35	Tilmati	A line one mile seaward from the southernmost limit of the Portuguese territory on the sea coast, to Black or Kumbay rock and thence skirting the west of Kanga island, i.e., Kalafatar rock direct to mainland, the shores within these limits.
36	Sadashivgad	A line one mile seaward drawn from Kalafatar rock to the Curmaghar island, thence to mainland opposite the Karwar district prison, including the river Kalinadi, and all branches thereof, as far as navigable, and the shores and banks within these limits.
37	Karwar (including Baitkhol) ...	A line one mile seaward drawn from mainland opposite the Karwar district prison to the lighthouse on the Oyster rocks and thence direct to the western extremity of the Bhaitkhol head including the sandy bay, and all shores within these limits.
38	Bingi	A line one mile seaward drawn from the western extremity of Bhaitkhol Head to Serika Manda, i.e., Holchi rock or Round islet and thence to the outermost point of Argo head and all shores within these limits.
39	Chendia	A line one mile seaward drawn from the outermost extremity of Argo head through Sondgi gudda to Karkal rock and thence to the outermost point of Kodar gudda; the Chendia creek as far as navigable and all shores and banks within these limits.

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
40	Belekeri	A line one mile seaward drawn from the outermost point of Kodar gudda to Kukra or Kukudsa island and thence skirting the west of Ballanda rock to mainland at Mogar-sal Nalha to the south in the Bhavikari village including the Belekeri creek and all branches thereof as far as navigable and the shores and banks within these limits.
41	Ankola	The coast line one mile seaward from Mogar-sal Nalha on Bhavekeri foreshore in the north to Belambar, to the south including all creeks, banks, shores within the limits and including the anchorage off the entrance to the Ankola creek and that opposite Keni-Bhavikeri foreshore near Mulekundi hill.
42	Gangavali	The coast line one mile seaward from Belambar in the north to Dubhanshashi in the south and all creeks, banks and shores within these limits as far as navigable, including the anchorage off the entrance to Gangavali creek and that opposite Belambar foreshore.
43	Tadri	The coast line one mile seaward from Dubhanshashi at the north to the westernmost point of the Kujn hill to the north of the entrance of the river and thence a line drawn straight to the westernmost point of Kagal hill to the south of the entrance of the creek including the creek and all its branches as far as navigable, and all banks and shores within these limits.
44	Kumta	On the north from Kagal hill along the coast to the western most point of Kumta lighthouse headland, thence one mile seawards, thence one mile due south and thence due east to the shore and thence along the coast to Harbag on the south and all shores, banks and creeks within these limits.
45	Honawar	The coast line one mile seaward from Harbag village on the north to the Achalgundi hill to the south, the anchorage to the west of the bar and all rivers as far as navigable and banks and shores within these limits.
46	Manki	On the north from Achalgundi hill along the coast one mile seaward to west point of Mankidurga hill thence due south for a mile and a half and thence due east to the shore thence along the coast one mile seaward to Bailoor Madi hill on the south and all banks and shores within these limits.
47	Murdeshwar	On the north from Bailoor Madi hill along the coast one mile seaward to the west point of a Murdeshwar hill thence due south for one and a half mile thence due east to the shore thence along the coast one mile seaward to the southern end of Kaikini village on the south and all banks shores and creeks within these limits.
48	Shirali	On the north, from the southern end of Kaikini village along the coast one mile seaward to Karikal village on the south including the anchorage off the Shirali bar and all creeks, banks and shores as far as navigable within these limits.

Serial No.	Name of Port.	Limits under the Indian Ports Act, 1908.
49	Bhatkal	On the north, from Karikal village along the coast to a point on the sea shore half a mile north of the Bhatkal river, thence seaward one mile, thence due south until abreast Tannirmadi point and thence straight to the shore and thence along the coast one mile seaward to the boundary of the presidency and all creeks, banks and shores as far as navigable within these limits.

Note.—Limits defined in Column 3 include all piers, jetties, wharves, landing places and other works made for convenience of traffic, for the safety of vessels or for the improvement, maintenance or good government of the port and its approaches whether within or without high-water-mark, and subject to any rights of private property therein any portion of the shore or bank within 50 yards of high-water-mark.

S. 6 (1)

G. N., R. D., No. 5154, dated 2nd June 1914 (B. G., Pt. I, p. 1255).

Amended by G. N., R. D., No. 7116/33, dated 8th March 1940.

In exercise of the powers conferred by section 6, sub-section (*1*) of the Indian Ports Act, 1908 (XV of 1908), and in supersession of the marginally noted notifications in the Revenue Department, the Governor in Council is pleased to make the following rules to be observed in the ports named below :—

G. N., No. 1735, dated 5th March 1890.
G. N., No. 7929, dated 7th November 1890.
G. N., No. 3202, dated 3rd May 1893.
G. N., No. 4633, dated 29th May 1894.
G. N., No. 5554, dated 20th July 1904.

Panvel.	Jaygad.	Malvan.
Mora.	Varovda.	Nivti.
Karanja.	Ratnagiri.	Vengurla.
Alibag.	Purnagad.	Karwar.
Revdanda.	Jaytapur.	Tadri.
Bankot.	Viziadurg.	Kumta.
Harnai.	Devgad.	Honavar.
Dabhol.	Achra.	Bhatkal.
Borya.		

1. No steamer touching at any of the aforesaid ports shall take in or discharge any passenger unless before beginning to do so, and during the whole time that she is doing so, there is exhibited at her fore or main mast, or in some other position in which it can most easily be distinguished, a signal as described below :—

(*a*) Signal between Sunrise and Sunset—
The Rendezvous Flag (blue and white chequers : letter N of the Commercial Code).

(*b*) Signal between Sunset and Sunrise—
A red light.

2. Every such steamer shall anchor before exhibiting any signal required by Rule 1, and shall remain anchored during the whole of the time that it is exhibited, unless the conditions of weather, tide, etc., should be such that the safety of the vessel or of boats approaching it would be thereby endangered.

3. No boat shall ply, whether for hire or otherwise, in or from any of the ports specified, unless licensed for the purpose by the Collector of Salt Revenue or other officer authorised by him. The grant of any such license shall be in the absolute discretion of the said Collector or other officer. Licenses shall be issued annually and shall remain in force from the 1st October in one year to 30th September of the year following, but shall be liable at the discretion of the Collector of Salt Revenue to suspension or revocation in case of any breach of these rules or other misconduct on the part of the Licensee or his employees.

4. The person in charge of every such boat plying for hire shall be provided by the Licensee with a table of fares to be charged, signed by such Licensee and by the Chief Officer of Customs at the Port. Such table of fares shall be shown to any passenger on demand. Any attempt to extort fares in excess of those specified in the said table shall entail forfeiture of the license.

5. Every license shall be in the form hereto annexed. It shall be issued to the owner of the boat or his recognized agent, and shall be kept on board when such boat is plying for hire.

6. Every license shall specify the registered number of the boat, the port of registry, the name of the owner or agent, and the number of the crew. It shall further specify the number of passengers and the weight of goods which such boat shall be entitled to carry. It shall also prescribe the number of masts, yards, sails, oars, boathooks, poles, fenders and other articles which shall constitute the equipment of the boat.

6A. The maximum number of passengers which a boat shall be entitled to carry shall be calculated as follows :—

(*a*) *Open Boats.*—The length, breadth and depth of the boat in feet shall be multiplied together and the result multiplied by ·6 (decimal point six). The figure thus arrived at shall be divided by 10 and 20 and the quotients shall be the number of passengers for the fair season (*i.e.*, from 1st day of October to 31st day of May) (inclusive of the crew) and that for monsoon (*i.e.*, from the 1st day of June to 30th day of September) (exclusive of the crew) respectively which the boat shall be entitled to carry.

(*b*) *Decked Boats.*—The length and breadth of the deck in feet shall be multiplied and from the product thereof the area of the space, in square feet, not used or intended to be used by passengers such as hatch-ways, sky lights, etc., shall be deducted. The balance shall then be divided by 4 and 6 and the quotients shall be the number of passengers inclusive of the crew for the fair season (*i.e.*, from 1st day of October to 31st day of May) and that for the monsoon (*i.e.*, from the 1st day of June to 30th day of September) respectively which the boat shall be entitled to carry.

(2) The minimum number of crew to be carried by any boat shall be the number stated in column 2 of the Schedule hereto in respect of the boat with the tonnage specified in column 1 against it in the Schedule.

SCHEDULE.

Net Registered Tonnage.	Minimum number of crew.
Jolly boats, Dingies, Machwas and Prows.	
From 1½ tons to 2 tons	3
Above 2 tons to 2½ tons	4
Above 2½ tons to 7½ tons	5
Above 7½ tons to 20 tons	6
Above 20 tons to 38 tons	7
Above 38 tons to 50 tons	8
Tonies.	
From ¼ ton to ½ ton	2
Above ½ ton to 1½ tons	3
Above 1½ tons to 3 tons	4
Bunder Boats.	
From 6 tons to 7½ tons	7
Above 7½ tons to 9 tons	8
Above 9 tons to 11 tons	9
Above 11 tons to 12 tons	10

7. In calculating the number of passengers and the weight of goods which a boat shall be allowed to carry, two children, unless they are both in arms, shall be reckoned as equal to one adult, and two Indian maunds weight of goods shall be reckoned as equal to one adult. Children in arms shall not be reckoned.

8. No boat shall under any circumstances ply, whether for hire or otherwise, without having on board the full crew and equipment named in the license : provided that if the boat is one propelled by sails as well as oars, it shall be optional to carry the sails, masts and yards.

9. Every boat, when actually plying, whether for hire or otherwise, under these rules between sunset and sunrise, shall show a white light above the bows.

10. No boat plying, whether for hire or otherwise, under these rules shall in any case go alongside any coasting or ferry steamer until such steamer shall have exhibited a signal as described below, to signify that she is ready to receive and disembark passengers :

(*a*) *Signal between Sunrise and Sunset.*—The Rendezvous Flag (blue and white chequers : letter N of the Commercial Code) at the fore or main mast head or other conspicuous position, or

(*b*) *Signal between Sunset and Sunrise.*—A red light in the same position.

11. Every license issued under these rules shall be shown on demand to any Customs Officer or to any passenger on board the boat in respect of which it has been issued.

12. No such license shall be transferable except with the permission of the Collector of Salt Revenue, and no fee shall be payable in respect of any such license.

FORM OF LICENSE.

Port
Number of boat ..
Names of owners
Name of agent
Number of crew
Equipment ..
Licensed to carry passengers or maunds weight of goods.

This License is issued under the rules published by Government at page 1255 of Part I of the *Bombay Government Gazette* for 1914, under section 6 of the Indian Ports Act XV of 1908. It is not transferable except with the permission of the Collector of Salt Revenue, and is liable at the discretion of that officer to suspension or revocation in case of any breach of the rules or other misconduct on the part of the Licensee or his employees.

G. N., R. D., No. 1661/39, dated 18th July 1941 (B. G., Pt. IV-A, p. 132).

S. 6 (1) (e), (k), (m), & (n). Bombay Minor Ports Passengers Vessels Rules.

Amended by G. N., R. D., No. 1661/39, dated 5th October 1944.

In exercise of the powers conferred by clauses (*e*), (*k*), (*m*) and (*n*) of sub-section (*1*) of section 6 of the Indian Ports Act, 1908 (XV of 1908) and all other powers enabling it in this behalf, and in supersession of Government Notifications in the Revenue Department, Nos. 5154 and 704, dated the 2nd June 1914 and 28th February 1920, respectively, the Government of Bombay is pleased to make the following rules, namely :—

1. *Short title.*—These rules may be called the Bombay Minor Ports Passengers Vessels Rules.

2. *Definitions.*—In these rules,—

(*a*) "Act" means the Indian Ports Act, 1908 (XV of 1908);

(*b*) "Collector" means the Collector of Central Excise, Bombay;

(*c*) "Fair season" means the period from 1st October till 31st May and the "monsoon season" means the period from 1st June till 30th September;

(*d*) "Licensing officer" means the Collector of Central Excise, Bombay, or any officer authorised by such Collector to issue licenses under these rules;

(*e*) "Licensed boat" or "licensed vessel" means any boat or vessel in respect of which a license is granted under these rules;

(*f*) "Minor port" means any port which is not a major port;

(*g*) Words and expressions not defined in these rules shall have the meanings assigned to them in the Act.

3. *License.*—No passengers shall be carried in any boat, either for hire or otherwise, and no boat shall be plied in, from or to any minor port or between any minor port and any port in the State of Madras, State of Saurashtra, the State of Cutch, or the Portuguese possessions on the western coast of India, unless a license in respect of such vessel has been obtained from the Collector or any officer authorised by the Collector in this behalf.

4. *Application for license.*—(1) Every application for the grant of such license shall be made in writing to the licensing officer.

(2) On receipt of such application, the licensing officer shall cause the vessel to be measured for the purposes of rule 12. He shall make such enquiries as he deems fit, and if he deems it necessary he shall also inspect the vessel.

5. *Grant of license.*—It shall be in the absolute discretion of the licensing officer either to grant or to refuse the license :

Provided that he shall not grant the license unless he is satisfied that the vessel is seaworthy and that it is provided with the equipment, according to the standard prescribed in rule 15 :

Provided further that the license shall be granted only to the owner of the vessel or his agent.

6. *Form and contents of license.*—(1) The license shall be in Form A annexed to these rules.

(2) The license shall specify the port of registry, the registered number of the vessel, the name of the owner or agent, the number of the crew, the number of passengers and the weight of the goods which such vessel has been authorised to carry, and the seating accommodation provided for the crew and the passengers. It shall also specify the number of masts, yards, sails, oars, boat-hooks, poles, fenders and other articles which constitute the equipment of the vessel.

(3) The license shall also provide that the license shall be kept on board when the vessel is plying for hire and that it shall be liable to be cancelled if fares in excess of those determined by the Chief Customs Officer under rule 11 are charged.

(4) The licensing officer may also make it a condition of the license that seating accommodation shall be provided for each member of the crew and each passenger.

7. *Period of license.*—Every such license shall ordinarily be issued for one year from 1st October to 30th September of the following year ; and in cases in which the date of issue is subsequent to 1st October, the license shall remain in force from such date until the 30th September of the year following.

8. *Transfer of license.*—No license shall be transferred except with the permission of the Collector.

9. *License to be shown to Customs Officer and passengers.*—Every licensee or his employee shall show on demand the license issued under these rules and a copy of these rules, either in English or in the regional language of the district in which the port of registry is situated, to any Customs Officer or to any passenger on board the vessel in respect of which the license has been issued.

10. *Suspension or revocation of license.*—The licensing officer may in his discretion suspend or cancel any license for breach of any of these rules or any of the conditions of the license or other misconduct on the part of the licensee or his employees.

11. *Fares to be charged.*—(1) The Chief Officer of Customs at the port in or partly within which any passenger vessel plies for hire shall determine the fares to be charged for carrying passengers in such vessel. The fares so determined shall be specified in the license issued in respect of such vessel.

(2) The person in charge of such vessel shall carry on board a table of fares so determined signed by the licensee and by the Chief Officer of Customs at the port, and shall show such table of fares to any passenger on demand :

Provided that if the licensing officer so directs, such table of fares may not be carried on board in the case of vessels plying within the limits of the same port.

12. *Number of passengers and crew to be carried.*—(1) The maximum number of persons which any vessel may be authorised to carry shall be calculated as follows :—

(*a*) *Open boats.*—The length, breadth and depth of the boat in feet shall be multiplied together and the result multiplied by ·6 (decimal point six). The figure thus arrived at shall be divided by 10 and the quotient shall be the maximum number of persons, inclusive of the crew, which may be carried by the boat in the fair season. The quotient arrived at by dividing the same figure by 20 shall be the maximum number of the persons, exclusive of the crew, which may be carried by the boat in the monsoon season :

Provided that the maximum number of persons which the boat may carry during the monsoon season shall not exceed the number which the boat may carry during the fair season.

(*b*) *Decked boats.*—The length and breadth of the deck in feet shall be multiplied and from the product thereof the area of the space, in square feet, not used or intended to be used by passengers such as hatch-ways, sky-lights, etc. shall be deducted. The balance shall then be divided by 4 and 6 and the quotients shall be the maximum numbers of persons, inclusive of the crew, which may be carried by the boat in the fair season and in the monsoon season, respectively.

(2) The minimum number of crew which shall be carried by any vessel of the tonnage specified in column 1 of the table below shall be the number specified in column 2 of the Table :—

TABLE.

Net Registered tonnage.	Minimum number of crew.
Jolly boats, Dingies, Machwas and Prows.	
From 1½ tons to 2 tons	3
Above 2 tons to 2½ tons	4
Above 2½ tons to 7½ tons	5
Above 7½ tons to 20 tons	6
Above 20 tons to 38 tons	7
Above 38 tons to 50 tons	8
Tonies.	
From ¼ ton to ½ ton	2
Above ½ ton to 1½ tons	3
Above 1½ tons to 3 tons	4
Bunder Boats.	
From 6 tons to 7½ tons	7
Above 7½ tons to 9 tons	8
Above 9 tons to 11 tons	9
Above 11 tons to 12 tons	10

13. *Calculation of the number of passengers and weight, etc.*—In calculating the number of passengers and the weight of goods which may be carried by any vessel, two children under 12 years of age shall be reckoned as equal to one adult. Article or articles weighing two maunds shall be reckoned as equal to one adult. A child over 12 years of age shall be reckoned as an adult. Children in arms shall not be reckoned.

14. *Marking of the number of passengers on the vessel.*—Every licensed vessel shall be marked or branded on the gunwale with a number indicating the number of passengers which it is authorised to carry. Such number shall appear after the

name and number, marked or branded upon it in accordance with section 3 of the Bombay Coasting-Vessels Act, 1838, and shall be marked or branded in the same manner as the name and number are required to be marked or branded under the said Act.

15. *Standard of equipment.*—The standard of equipment of every licensed vessel carrying passengers shall be as follows :—

Muchwas, Jolly boats, Tonies (big) ..	Oars and thole pins as many as the number of crew. 2 Boat hooks.* 1 Mast. 1 Sail. 1 Rudder. 1 Tiller. 1 Anchor. 1 Cable. 1 Bailer to hold at least one gallon. 3 Poles for shoving. 1 Anchor rope. 1 Prescribed regulation light.
Flats	As above except the mast and sail.
Small Dug-out tonies	Oars or paddles for each of the crew and thole pins for each oar. 1 Grapnel. 1 Bailer. 1 Pole. 1 Anchor rope. 1 Prescribed regulation light.

In addition each vessel shall be provided with cocoanut floats or *pangard* floats, sufficient to accommodate 50 per cent. of the passengers.

16. *Compliance with requirements of rules 12 and 15.*—No licensed vessel shall ply whether for hire or otherwise without having on board the minimum number of crew specified in rule 12 and the equipment specified in rule 15 :

Provid d that if any boat is propelled by sails as well as oars, it shall be optional to carry sails, masts and yards.

17. *White lights to be shown at nights.*—Every licensed vessel actually plying for hire or otherwise shall show a white light about the bows between sunset and sunrise.

18. *Plying alongside of a coasting or ferry steamer.*—No licensed vessel plying, whether for hire or otherwise, shall go alongside any coasting or ferry steamer until such steamer has exhibited one of the signals described in rule 22, to signify that it is ready to take in or discharge passengers.

19. *Vessels not to carry passengers or goods in excess of those specified in the license.*—No passengers or goods shall be carried in any vessel, whether plying for hire or not, in excess of the number or weight respectively specified in the license issued in respect of such vessel.

20. *Prohibition of plying of vessels on an order of the Customs Officer.*—No licensed vessel shall be plied in any port, whether for hire or otherwise, with passengers or goods, if the Chief Customs Officer of such port, issues an order prohibiting such

* Required only when the boat is engaged in carrying passengers from or to steamers.

plying on the ground that on account of floods, high winds, weather conditions or other reasons plying of vessels has become dangerous to human life and safety.

21. *Examination of vessels by Customs Officers.*—(1) Any officer of the Central Excise or Customs Department not below the rank of an officer in charge of a custom house may board and examine any vessel at any time in order to satisfy himself that it is seaworthy and that the provisions of these rules are complied with. The licensee and his employees shall be bound to give every facility for such examination.

(2) If on such examination the vessel is found to be not seaworthy, the examining officer shall suspend the license issued in respect of such vessel, and such vessel shall not thereafter be plied, whether for hire or otherwise, with passengers or goods, until it has again been made seaworthy and the licensing officer has renewed the license or issued a fresh license in respect of such vessel.

22. *Signals to be exhibited by certain vessels.*—No steamer touching at any minor port shall take in or discharge any passenger unless before beginning to do so, and during the whole of the time that it is doing so, there is exhibited at its fore or main mast, or in some other position in which it can most easily be distinguished, a signal as described below :—

(*a*) *Signal between sunrise and sunset :*—
The Rendezvous Flag (blue and white chequers : letter N of the Commercial Code).

(*b*) *Signal between sunset and sunrise :*—
A red light.

23. *Steamers to anchor during the time the signal is exhibited.*—No steamer touching any minor port shall take in or discharge any passenger or shall exhibit any signal required by rule 22 without first anchoring and it shall remain anchored during the whole of the time that such signal is exhibited, unless the conditions of weather and tide are such that its safety or the safety of the vessels approaching it would thereby be endangered.

ANNEXURE A.

(Rule 6.)

FORM OF LICENSE.

License issued under the Bombay Minor Ports Passengers Vessels Rules.

Port of registry.
No. of vessel.
Registered tonnage.
Name of owner.
Name of agent.
Number of crew.
Seating accommodation provided for—
(*a*) the passengers
(*b*) the crew
List of equipment oars, thole pins, boat-books, mast, sail, one rudder, one tiller, one anchor, one cable, one bailer (capacity not less than one gallon), poles for shoving, one anchor rope, prescribed regulation light.

MO-A Bk H 715—42

Conditions of License.

(1) This license shall remain in force from 19
up to 30th September 19 .

(2) The above-mentioned vessel is authorised to carry not more than
passengers (exclusive of the crew) or goods weighing or
maunds in the fair season and not more than
passengers (exclusive of the crew) or goods weighing or maunds
in the monsoon season.

(3) The licensee shall not charge fares in excess of those specified in the table of fares annexed to this license. A copy of this table signed by the licensee and the Chief Customs Officer of the port shall be carried on board the vessel when it is plying for hire and shall be shown to any passenger on demand.

(4) This license and a copy of the Bombay Minor Ports Passengers Vessels Rules in English or in shall be carried on board the vessel when it is plying for hire and shall be shown on demand to any Officer of the Central Excise or Customs Department or to any passenger.

(5) Seating accommodation shall be provided in the vessel for each passenger and each member of the crew. (This condition is to be inserted if the licensing officer considers it necessary.)

(6) The licensee shall see that at the commencement of any voyage he and all his employees on the vessel are sober, and that during the continuance of the voyage they do not partake of any intoxicating liquor or drug. The licensee and his employees shall do their utmost to keep the vessel as clean as possible, and to carry out the reasonable requests of their passengers in this and other respects.

(7) The licensee shall not refuse to carry any person on grounds of his caste or community.

(8) The license shall not be transferred to any other person without the permission of the Collector.

(9) The licensee shall, whenever required, allow any officer of the Central Excise or Customs Department, not below the rank of an officer in charge of a custom house, to board the vessel and examine it.

(10) The licensee shall comply with the provisions of the Bombay Minor Ports Passengers Vessels Rules.

(11) The Collector may in his discretion suspend or cancel this license for breach of any of the provisions of the Bombay Minor Ports Passengers Vessels Rules.

Date.

Station, Assistant Collector of Central Excise,
Range.

(REVERSE)

I. *Table of fares between specified landing places.*

Names of landing places.	Fair season.		Monsoon season.	
	Per person.	Per trip.	Per person.	Per trip.

II. *Table of fares for specified round trips.*

Details of trip.	Fair season.	Monsoon season.

III. *Renewals.*

Date from which license is renewed.	Date on which renewed license expires.	Signature and designation of renewing authority.

G. N., R. D., No. 7707/28, dated 30th November 1931 (B. G., Pt. I, p. 2651). S. 61) (1)

In exercise of the powers conferred by clause (*f*) of sub-section (*1*) of section 6 of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rule for keeping free passages within the Dabhol Harbour and for marking out the spaces so to be kept free :—

A free passage of the full width of navigable water shall be kept throughout the fairways and the channel of the Dabhol Harbour from the North and South side entrances of the same to a point directly opposite the Anjanwel light and thereafter North of the transit line giving a true bearing of W. S 3/4 from the beacon situated behind the Anjanwel light standard and following a line passing through the Anjanwel transit beacon and a point 200 yards off the Yeldur foreshore and dividing the river into two parts.

S. 6 (1) (f)

G. N., R. D., No. 8855/28, dated 6th January 1933 (B. G., Pt. I, p. 95).

In exercise of the powers conferred by clause (*f*) of sub-section (*1*), section 6 of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rule for keeping a free passage within the Deogad Bay, namely :—

"A free passage of the full width of navigable water shall be kept along all piers, jetties, landing places, wharves, quays, docks and moorings throughout the Deogad Bay."

S. 6 (1) (g) Vesawa Mooring of Vessels Rules, 1944.

G. N., R. D., No. 8624/28, dated 17th May 1944 (B. G., Pt. IV-A, p. 79).

In exercise of the powers conferred by clause (*g*) of sub-section (*1*) of section 6 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased to make the following rules for regulating the anchoring, fastening, mooring and unmooring of vessels in the Vesawa creek, namely :—

1. These rules may be called the Vesawa Mooring of Vessels Rules, 1944.

2. In these rules—

(*a*) "Vesawa creek" means the portion of the creek falling within the limits of the port of Vesawa declared under section 5 of the Indian Ports Act, 1908 (XV of 1908) ;

(*b*) "vessel" means a country craft of any description and tonnage other than naval or military craft.

3. No vessel shall be fastened or moored to any of the piers constructed by the military authorities on either side of the Vesawa creek and no vessel shall be anchored in such a position that it will come in contact with any of the said piers.

S. 6 (1) (g) and (n) Thana Creek Mooring Rules, 1942.

G. N., R. D., No. 7116/33, dated 15th September 1942 (B. G., Pt. IV-A, p. 337).

In exercise of the powers conferred by clauses (*g*) and (*n*) of sub-section (*1*) of section 6 of the Indian Ports Act, 1908 (XV of 1908), and of all other powers enabling it in this behalf, the Government of Bombay is pleased to make the following rules, namely :—

1. These rules may be called the Thana Creek Mooring Rules, 1942.

2. *Definitions.*—In these rules—

(*a*) "Thana creek" means the portion of the creek falling within the limits of the ports of Thana, Kalyan, Bhiwandi and Bassein declared under section 5 of the Indian Ports Act, 1908 (XV of 1908).

(*b*) "vessel" means a dredger, barge, pontoon or any other vessel of a similar type.

3. No master shall permit a vessel to be on station unless—

(*a*) the vessel is anchored, fastened, or moored in the manner laid down in rules 4 and 5, and

(*b*) the vessel possesses the equipment prescribed for it in the Schedule appended to these rules.

4. When a vessel is on station and in use—

(*a*) it shall be attended by at least four men on board including the master and

(*b*) it shall have the anchors and moorings laid.

5. When a vessel is not in use—

(*a*) it shall be taken to such place of safety on the bank of the creek as not to endanger other property or craft, and

(*b*) it shall be securely moored, each end having an anchor out on the stream side and two lines tied on the bank.

SCHEDULE.

(Rule 3.)

1. Equipment for a vessel the registered burthen of which does not exceed fifty tons :—

(*i*) Two lengths of ordinary chain $\frac{3}{4}$", sixty fathoms each.

(*ii*) Two bow anchors in use and one anchor spare on deck, each weighing five cwts.

(*iii*) One coil of one hundred and twenty fathoms of 4" manilla rope.

(*iv*) One coil of one hundred and twenty fathoms of 6" coir rope.

2. Equipment for a vessel the registered burthen of which exceeds fifty tons :—

(*i*) Three lengths of ordinary chain 1", sixty fathoms each.

(*ii*) Three anchors in use and one spare on deck, each weighing eight cwts.

(*iii*) One coil of one hundred and twenty fathoms of 6" manilla rope.

(*iv*) One coil of one hundred and twenty fathoms of 8" coir rope.

G. N., R. D., No. 704, dated 28th February 1920 (B. G., Pt. I, p. 581). S. 6 (1) (k)

Amended by G. N., R. D., No. 7116/33 (a), dated 28th February 1940.

In exercise of the powers conferred by clause (*k*) of sub-section (*1*) of section 6 of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rules to be osbserved in the ports named below :—

Gogha, Surat, Broach, Dehej and Bhagwa.

1. No boat shall carry passengers, either for hire or otherwise between—

(*a*) any of the ports above specified except Gogha and any port in the State of Saurashtra ; or

(*b*) between Gogha and any of the following ports, viz., Surat, Broach, Dehej or Bhagwa,

unless licensed for the purpose by the Deputy Commissioner of Salt and Excise, Northern Division, or by any officer authorised by him. The grant of any such licence shall be in the absolute discretion of the said Deputy Commissioner or such officer. Licences shall be issued annually and shall remain in force from the first October in one year to the 30th September of the year following, but shall be liable at the discretion of the Deputy Commissioner to suspension or revocation in case of any breach of these rules or other misconduct on the part of the licensee or his employees.

Boats to be licensed.

Form of licence.

2. Every license shall be in the form hereto annexed. It shall be issued to the owner of the boat or to his recognized agent and shall be kept on board when such boat is carrying passengers or cargo.

Specification of equipment in licence.

3. Every licence shall specify the number of masts, yards, sails, oars, boat-hooks, poles, fenders and other articles which shall constitute the equipment of the boat.

3A. The maximum number of passengers which a boat shall be entitled to carry shall be calculated as follows :—

(*a*) *Open Boats.*—The length, breadth and depth of the boat in feet shall be multiplied together and the result multiplied by ·6 (decimal point six). The figure thus arrived at shall be divided by 10 and 20 and the quotients shall be the number of passengers for the fair season (i.e., from 1st day of October to 31st day of May) (inclusive of the crew) and that for the monsoon (i.e., from the 1st day of June to 30th day of September) (exclusive of the crew) respectively which the boat shall be entitled to carry.

(*b*) *Decked Boats.*—The length and breadth of the deck in feet shall be multiplied and from the product thereof the area of the space, in square feet, not used or intended to be used by passengers such as hatch-ways, sky lights, etc., shall be deducted. The balance shall then be divided by 4 and 6 and the quotients shall be the number of passengers inclusive of the crew for the fair season (i.e., from 1st day of October to 31st day of May) and that for the monsoon (i.e., from the 1st day of June to 30th day of September) respectively which the boat shall be entitled to carry.

(2) The minimum number of crew to be carried by any boat shall be the number stated in column 2 of the Schedule hereto in respect of the boat with the tonnage specified in column 1 against it in the Schedule.

SCHEDULE.

Net Registered tonnage.	Minimum number of crew.
Jolly boats, Dingies, Machwas and Prows.	
From 1½ tons to 2 tons	3
Above 2 tons to 2½ tons	4
Above 2½ tons to 7½ tons	5
Above 7½ tons to 20 tons	6
Above 20 tons to 38 tons	7
Above 38 tons to 50 tons	8
Tonies	
From ¼ ton to ½ ton	2
Above ½ ton to 1½ tons	3
Above 1½ tons to 3 tons	4
Bundar Boats.	
From 6 tons to 7½ tons	7
Above 7½ tons to 9 tons	8
Above 9 tons to 11 tons	9
Above 11 tons to 12 tons	10

4. In calculating the number of passengers and the weight of goods which a boat shall be allowed to carry, two children, unless they are both in arms, shall be reckoned as equal to one adult, and two Indian maunds of goods shall be reckoned as equal to one adult. Children in arms shall not be reckoned.

Number of passengers and weight of goods how to be calculated.

5. No boat shall under any circumstances ply, whether for hire or otherwise without having on board the full crew and equipment named in the licence.

Boat not to ply without full crew and equipment.

6. Every licence issued under these rules shall be shown on demand to any Customs Officer or to any passenger on board the boat in respect of which it has been issued.

Inspection of licence.

No license shall be transferred except with the permission of the Deputy Commissioner.

Licence not transferable.

FORM OF LICENSE.

Port of registry

Name and number of boat

Name of owner

Name of agent

Number of crew

Equipment

Licensed to carry passengers or maunds weight, in fair and foul weather respectively.

This license is issued under the rules issued in Government Notification, Revenue Department, No. , dated 19 , and published at page of Part I of the *Bombay Government Gazette* for 19 , under section 6 of the Indian Ports Act, 1908 (XV of 1908). It is not transferable except with the permission of the Deputy Commissioner of Salt and Excise, Northern Division, and is liable to suspension or revocation in case of any breach of the said rules or of other misconduct on the part of the licensee or his employees. Any breach of the rules under which this license is issued or of any of the conditions of this license by the licensee or his employees is punishable under section 54 of the Indian Ports Act, 1908 (XV of 1908).

G. N., M. D., No. 186, dated 25th January 1921 (B. G., Pt. I, p. 226).

S. 6 (1) (k) Port of Bombay Passenger Boats Rules, 1921.

Amended by G. N., P. D., No. S-131-(A), dated 30th October 1930.

Amended by G. N., P. D., No. 8523, dated 15th January 1932.

In exercise of the powers conferred by clause (*k*) of sub-section (*1*) of section 6 of the Indian Ports Act, 1908 (XV of 1908), and in supersession of the rules published in Government Notification in the Marine Department, No. 354, dated the 18th February 1919, the Governor in Council is pleased to make the following rules for

licensing and regulating passenger boats plying for hire within the Port of Bombay and for determining the number of persons to be carried by any such vessels, namely :—

1. *Places from which boats to ply for hire.*—Licensed boats may ply for hire from the following landing places :—

(1) Sassoon Dock ;

(2) Apollo Bunder ;

(3) Ballard Bunder ;

(4) Mody or Carnac Bunder ;

(5) Prince's and Victoria Docks ;

(6) Malet Bunder ;

(7) Mazagaon Bunder Pier ;

(8) Lakdi Bunder ;

(9) Sewree Salt Fish Wharf.

2. *Boats plying for hire not to lay alongside landing places longer than necessary and to obey orders of the Police for regulating traffic.*—Boats plying for hire at any of the abovenamed landing places shall not lay alongside any such landing places or gangway ladders longer than actually necessary to embark or land passengers and their luggage, etc., but shall keep off at a distance of at least 30 yards from such landing place or gangway ladders so as not to obstruct the approach thereto, and shall obey any orders given them by the Police for the regulation of the traffic at the landing places or gangways of vessels.

3. *Licensed boats not to go alongside a vessel under way unless called by Commander.*—No licensed boat shall go alongside a vessel under way unless specially called by her Commander.

4. *Touting for hire at a distance forbidden.*—Tindals and boatmen are forbidden to tout for hire at a distance from the landing places to the annoyance of people passing by.

5. *Tindals and boatmen not to carry on the business of a hawker.*—Tindals and boatmen are forbidden to carry on the business of a hawker.

6. *No person to keep or let for hire any boat without a license and without being numbered.*—No person shall keep or let for hire any boat without having a license in force for the same and unless there be painted or branded on such parts of the said boat and in such manner as the Deputy Conservator of the Port may direct a number corresponding with that of the license.

6A. No mechanically-propelled vessel shall be allowed to ply for hire from any of the landing places mentioned in items (1), (4), (6), (8) and (9) of rule 1 and no license shall be issued for the purpose.

7. *Notice to be given of change of residence.*—Every licensee shall give notice in writing to the Deputy Conservator of the Port of any change in the place of his residence as entered in the license.

8. *Licenses when and by whom to be issued.*—Licenses issued under rule 6 shall be for one year and will usually be granted on the 1st January in each year by the Deputy Conservator of the Port. The Deputy Conservator of the Port may however grant licenses at any other time and shall at the time of granting a license and at all other times when necessary cause to be painted or branded upon a conspicuous part of the boat such number and inscription as are required by rule 6.

9. *When Deputy Conservator of the Port may refuse to grant license.*—The Deputy Conservator of the Port may in his discretion refuse to grant any such license for any boat which he may consider to be insufficiently found, or otherwise unfit for the conveyance of the public, or to any applicant whom he may consider, from youth, bad character, or for any other reason, unfit to be entrusted with the same.

10. *Fees for license.*—For any such license granted there shall be levied a fee in accordance with the class of license granted, as shown in the following scale :—

Scale of Fees to be levied on granting a license.

	Rs. a. p.
Mechanically propelled vessels	5 0 0
Bunder Boats, etc.	2 0 0
Jolly Boats, Dingies, Mutchwas, Prows, etc.	1 0 0
Tonies, Hodies, Pagars, Sumbooks, etc.	0 8 0
Duplicate License	Half the above fees.

11. *Licenses to be renewed annually.*—The Deputy Conservator of the Port shall, as soon as possible after the 1st day of January in each year, renew the licenses and numbers of the boats on payment of the prescribed fee by the licensees : Provided that nothing herein contained shall prevent the Deputy Conservator of the Port from altering or changing the number of any such boat, or from refusing absolutely to renew the license of any boat which he may consider to be insufficiently found or otherwise unfit, or the owner or licensee or other attendant of which he may consider unfit to be entrusted with such renewed license :

Provided further that the licensee or other attendant of a mechanically-propelled vessel shall not, by reason of any license granted under these rules, ply such vessel for hire during the interval between the date of the expiry of the Certificate of Survey granted to such vessel under the provisions of the Inland Steam-Vessels Act, 1917 (I of 1917), and the date of issue of a renewed Certificate of Survey.

12. *Deputy Conservator of the Port may suspend or revoke licenses.*—In the event of any licensed boat being at any time insufficiently found or otherwise unfit for the conveyance of the public or of the licensee or other attendant thereof appearing unfit to be entrusted with the charge of the same or of the boat being used for any purpose other than that for which the license is granted or in case of breach of any of the conditions entered in the license the Deputy Conservator

of the Port may suspend or revoke the license and order the number of the boat to be erased.

13. *Boats of which the license has been suspended or revoked or number erased not to ply for hire until restoration or renewal of license and number.*—The owner of any boat the license of which shall have been suspended or revoked or whose number is ordered to be erased, shall not again permit the same to ply for hire before he shall have obtained a restoration or renewal of such license from the Deputy Conservator of the Port and affixed a number to such boat according to the directions of the Deputy Conservator of the Port.

14. *Suspended or revoked licenses to be returned to the Deputy Conservator of the Port.*—Suspended or revoked licenses shall be returned to the Deputy Conservotor of the Port within 24 hours of such suspension or revocation.

15. *Deputy Conservator of the Port may issue duplicate licenses in certain cases.*—On proof of a license having been lost or mislaid or the particulars written in such license having been accidentally obliterated or defaced, the Deputy Conservator of the Port may grant a duplicate license on payment of the fee prescribed in rule 10.

16. *Licenses not transferable without the sanction of the Deputy Conservator of the Port endorsed thereon.*—No license granted under these rules shall be transferable without the sanction of the Deputy Conservator of the Port endorsed thereon. Any transfer made without such sanction shall forthwith render the license null and void.

17. *No person to use or authorise the use of a license, number or inscription, other than for the boat for which it has been issued.*—The Deputy Conservator of the Port shall keep a register containing full particulars of each boat as entered in the license thereof, and no person shall use or authorize the use of a license, or number, other than for the particular boat for which it has been issued, as apparent from the register.

18. (1) *Boats not to carry passengers in excess of the number licensed to carry.*—No licensee or other attendant of a boat shall carry or permit to be carried by the same more passengers, than such boat is licensed to carry.

(2) The number of passengers and crew to be carried by any mechanically-propelled vesssel shall be in conformity with the number detailed in the Certificate of Survey granted in respect of such vessel under the Inland Steam-Vessels Act, 1917.

19. *Number of a boat to be open to public view.*—No licensee or other attendant of a boat shall, in any manner or by any means, conceal or permit to be concealed from public view the number of the boat nor shall he in any way attempt to prevent or obstruct any person taking or noting the number of such boat.

20. *Licensee not to permit persons in a boat without the consent of the hirers.*—No licensee or other attendant of any boat, the whole of which has been hired or taken by one or more persons, shall permit or suffer any person to be carried in or upon such boat without the express consent of the person or persons hiring the same.

21. *Licensee always to have with him license, etc., and to produce the same when demanded by hirer or passenger.*—Every licensee or other attendant of

a boat shall always have his license and rules and table of fares with him, and shall on demand produce the same for the information of any hirer of, or passenger by, such boat.

22. *Rules and table of fares to be prepared in the office of the Deputy Conservator of the Port and issued to applicants on payment of price.*—Rules and table of fares relating to boats shall be prepared in the office of the Deputy Conservator of the Port and shall be issued to all applicants on payment of four annas for each copy.

23. *Licensee not to refuse to give way to any private boat or obstruct any public boat.*—No licensee or other attendant of a boat shall refuse or neglect to give way, if he conveniently can, to any private boat nor shall he obstruct or hinder the licensee or other attendant of any other public boat in embarking or landing any person from such boat.

24. *Licensee to be sober and obedient to hirers and to keep his boat clean.*—Every licensee or other attendant of any boat shall at all times during such employment be sober and shall obey the reasonable orders of the person hiring or using his boat, and shall always, when plying for hire, keep the inside of his boat clean.

25. *Licensee not to demand prepayment of fare, or refuse to convey persons desirous of hiring, or refuse or delay to proceed with reasonable expedition or demand more than legal fare or anchor or lay off other than appointed pier or bunder.*—No licensee or other attendant of any boat plying for hire shall demand prepayment of his fare, or refuse to convey any persons desirous of hiring his boat or refuse or delay to proceed with reasonable expedition, or exact or demand for the hire thereof more than the regulated sum, or anchor or lay off any other pier or bunder than that for which his license is granted.

26. *Dispute between licensees and hirers to be referred to the officer in charge of the nearest Police Station.*—In case of any dispute, the hirer of any boat may require the licensee or other attendant, and the licensee or other attendant may require the hirer, to proceed forthwith to the officer in charge of the nearest Police Station, who shall, if necessary, refer the matter to a Magistrate for decision.

27. *Licensee or other attendant bound to ply for hire when required by a Police Officer.*—Every licensee or other attendant of any boat shall be bound, when required by a Police Officer to do so, to cause the same to ply for hire.

28. *Property left in a boat to be deposited in the office of the Commissioner of Police and returned to the owner.*—Property left in any boat shall be forthwith deposited by the licensee or other attendant in the office of the Commissioner of Police, to be returned to the person who shall prove to the Commissioner of Police that the same belonged to him, on payment of all expenses reasonably incurred.

29. *Interpretation.*—In these rules unless there is anything repugnant in the subject or context—

(*a*) "boat" shall include any mechanically-propelled vessel;

(*b*) "attendant of any boat" shall include a serang, tindal, driver, lascar, and boatman.

30. *Penalty for breach of rules.*—Whoever commits a breach of any of these rules shall on conviction before a Magistrate be punishable with fine which may extend to one hundred rupees under section 54 of the Act.

31. *Short title.*—These rules may be called the Port of Bombay Passenger Boats Rules, 1921.

Authorised tony hire from and to the places

				1	2	3	4	5	6
1	Sassoon Dock	..	..	Sassoon Dock					
2	Apollo Bunder	.. Distance	..	Mile 1.	Apollo Bunder.				
				Rs. a. p.					
		Fare { F.S.	..	0 4 0					
		{ M.S.	..	0 5 0					
3	Town Bunder	.. Distance	..	Mile 1¼.	Mile ¼.	Town Bunder.			
				Rs. a. p.	Rs. a. p.				
		Fare { F.S.	..	0 7 0	0 3 0				
		{ M.S.	..	0 8 9	0 3 9				
4	Ballard Pier	.. Distance	..	Mile 1¼.	Mile ¼.	Mile ¼.	Ballard Pier.		
				Rs. a. p.	Rs. a. p.	Rs. a. p.			
		Fare { F.S.	..	0 7 0	0 3 0	0 1 0			
		{ M.S.	..	0 8 9	0 3 9	0 1 3			
5	Mody or Carnac Bunder.	Distance	..	Miles 2¼.	Mile 1¼.	Mile 1.	Mile 1.	Mody or Carnac Bunder.	
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.		
		Fare { F.S.	..	0 11 0	0 7 0	0 4 0	0 4 0		
		{ M.S.	..	0 13 9	0 8 9	0 5 0	0 5 0		
6	Prince's and Victoria Docks.	Distance	..	Miles 3½.	Miles 2½.	Mile 1½.	Mile 1½.	Mile ½.	Prince's and Victoria Docks.
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
		Fare { F.S.	..	0 13 0	0 9 0	0 6 0	0 6 0	0 2 0	
		{ M.S.	..	1 0 3	0 11 3	0 7 6	0 7 6	0 2 6	
7	Malet Bunder	.. Distance	..	Miles 3½.	Miles 2½.	Miles 2.	Miles 2.	Mile 1.	Mile ½.
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare { F.S.	..	0 14 0	0 10 0	0 8 0	0 8 0	0 4 0	0 2 0
		{ M.S.	..	1 1 6	0 12 6	0 10 0	0 10 0	0 5 0	0 2 6
8	Mazagaon Bunder Pier.	Distance	..	Miles 4.	Miles 3.	Miles 2½.	Miles 2½.	Mile 1½.	Mile 1.
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare { F.S.	..	1 0 0	0 12 0	0 10 0	0 10 0	0 6 0	0 4 0
		{ M.S.	..	1 4 0	0 15 0	0 12 6	0 12 6	0 7 6	0 5 0

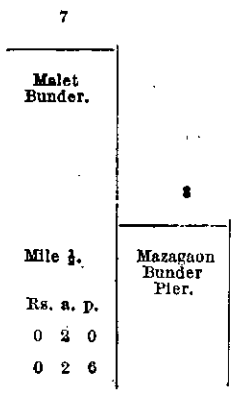
herein mentioned in Bombay Harbour

All fairs to be by distance and at the following rates (Return fares to be the same as outward fares) :—	Fair Season 1st October to 31st May.	Monsoon Season. 1st June to 30th September.
	Rs. a. p.	Rs. a. p.
Tonies per mile	0 4 0	0 5 0
Hiring by the day of 10 hours in the Harbour—		
Tonies per day	2 4 0	3 0 0
Hiring by the hour—		
Tonies per hour from any Bunder	0 8 0	0 10 0

Detention.

Tonies—2 annas per half hour or portion thereof.

Distances.	Miles
Apollo Bunder to Sunk Rock Light House	2
,, ,, ,, Elephanta Caves	7
,, ,, ,, Hog Island	8
,, ,, ,, Kennery Island	13
,, ,, ,, Prongs Light House	4
,, ,, ,, Mora Bunder (Uran)	5½



9	**Lakdi Bunder**	..	Distance	..	Miles 4½.		Miles 3½.		Miles 3.		Miles 3.		Miles 2.		Mile 1½.	
					Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.	
			Fare F.S.	..	1 2 0		0 14 0		0 12 0		0 12 0		0 8 0		0 6 0	
			Fare M.S.	..	1 6 6		1 1 6		0 15 0		0 15 0		0 10 0		0 7 6	
10	**Sewree Salt Fish Wharf.**		Distance	..	Miles 6½.		Miles 5½.		Miles 5.		Miles 5.		Miles 4.		Miles 3½.	
					Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.	
			Fare F.S.	..	1 10 0		1 6 0		1 4 0		1 4 0		1 0 0		0 14 0	
			Fare M.S.	..	2 0 6		1 11 6		1 9 0		1 9 0		1 4 0		1 1 6	
11	To a vessel lying half a mile south of Middle ground.		Distance	..	Mile 1½.		Mile 1.		Mile 1½.		Mile 1½.		Miles 2.		Miles 2½.	
					Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.	
			Fare F.S.	..	0 6 0		0 4 0		0 6 0		0 6 0		0 8 0		0 10 0	
			Fare M.S.	..	0 7 6		0 5 0		0 7 6		0 7 6		0 10 0		0 12 6	
12	To a vessel lying between Middle ground and South of Cross Island Reef Buoy.		Distance	..	Miles 2½.		Mile 1½.		Mile 1½.		Mile 1½.		Miles 2.		Miles 2.	
					Rs. a. p.		Rs. a. p.		Rs. a.		Rs. a. p		Rs. a. p.		Rs. a. p.	
			Fare F.S.	..	0 10 0		0 6 0		0 6 0		0 6 0		0 8 0		0 8 0	
			Fare M.S.	..	0 12 6		0 7 6		0 7 6		0 7 6		0 10 0		0 10 0	
13	To a vessel lying between South of Cross Island Reef Buoy and Cross Island.		Distance	..	Miles 2½.		Miles 2.		Mile 1½.		Mile 1½.		Mile 1½.		Mile 1½.	
					Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.	
			Fare F.S.	..	0 10 0		0 8 0		0 6 0		0 6 0		0 5 0		0 6 0	
			Fare M.S.	..	0 12 6		0 10 0		0 7 6		0 7 6		0 6 3		0 7 6	
14	To a vessel lying half a mile North of Cross Island.		Distance	..	Miles 3½.		Miles 2½		Miles 2½.		Miles 2½.		Mile 1½.		Mile 1½.	
					Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.	
			Fare F.S.	..	0 15 0		0 11 0		0 10 0		0 10 0		0 6 0		0 5 0	
			Fare M.S.	..	1 2 9		0 13 9		0 12 6		0 12 6		0 7 6		1 6 3	

F.S.—Fair Season. M.S.—Monsoon Season.

		9					
Mile	Mile ½.	Lakdi Bunder.					
Rs. a. p.	Rs. a. p.						
0 4 0	0 2 0						
6 5 0	0 2 6		10				
Miles 3.	Miles 2½.	Miles 2.	Sewree Salt Fish Wharf.				
Rs. a. p.	Rs. a. p.	Rs. a. p.					
0 12 0	0 10 0	0 8 0					
0 15 0	0 12 6	0 10 0		11			
Miles 3.	Miles 3½.	Miles 4.	Miles 6.	To a vessel lying ½ a mile South of Middle Ground.			
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.				
0 12 0	0 14 0	1 0 0	1 8 0				
0 15 0	1 1 6	1 4 0	1 14 0		12		
Miles 2½.	Miles 2½.	Miles 3.	Miles 4½.	Mile 1.	To a vessel lying between Middle Ground and South of Cross Island Reef Buoy.		
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.			
0 9 0	0 11 0	0 12 0	1 2 0	0 4 0			
0 11 3	0 13 9	0 15 0	1 6 6	0 5 0		13	
Mile 1½.	Miles 2.	Miles 2½.	Miles 3½.	Mile 1½.	Mile ½.	To a vessel lying between South of Cross Island Reef Buoy and Cross Island.	
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.		
0 6 0	0 8 0	0 9 0	0 15 0	0 7 0	0 3 0		
0 7 6	0 10 0	0 11 3	1 2 9	0 8 9	0 3 9		14
Mile 1.	Mile 1.	Mile 1.	Mile 2½.	Miles 2½.	Mile 1½.	Mile 1.	To a vessel lying ½ a mile North of Cross Island.
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
0 4 0	0 4 0	0 4 0	0 10 0	0 10 0	0 6 0	0 4 0	
0 5 0	0 5 0	0 5 0	0 12 6	0 12 6	0 7 6	0 5 0	

All Baggage to be paid for at the rate of 3 annas per package except hand parcels.

Authorised Jolly boat hire from and to the places

1	Sassoon Dock ..		..	Sassoon Dock.									
					2								
2	Apollo Bunder ..	Distance	..	Mile 1.	Apollo Bunder.								
				Rs. a. p.									
		Fare { F.S.	..	0 8 0									
		M.S.	..	0 10 0									
						3							
3	Town Bunder ..	Distance	..	Mile 1¼.	Mile ¼.	Town Bunder.							
				Rs. a. p.	Rs. a. p.								
		Fare { F.S.	..	0 14 0	0 6 0								
		M.S.	..	1 1 6	0 7 6								
							4						
4	Ballard Pier ..	Distance	..	Mile 1¼.	Mile ¼.	Mile ¼.	Ballard Pier.						
				Rs. a. p.	Rs. a. p.	Rs. a. p.							
		Fare { F.S.	..	0 14 0	0 6 0	0 2 0							
		M.S.	..	1 1 6	0 7 6	0 2 6							
								5					
5	Mody or Carnac Bunder.	Distance	..	Miles 2¾.	Mile 1¼.	Mile 1.	Mile 1.	Mody or Carnac Bunder.					
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.						
		Fare { F.S.	..	1 6 0	0 14 0	0 8 0	0 8 0						
		M.S.	..	1 11 6	1 1 6	0 10 0	0 10 0						
												6	
6	Prince's and Victoria Docks.	Distance	..	Miles 3½.	Miles 2¼.	Mile 1¼.	Mile 1¼.	Mile ¼.	Prince's and Victoria Docks.				
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.					
		Fare { F.S.	..	1 10 0	1 2 0	0 12 0	0 12 0	0 4 0					
		M.S.	..	2 0 6	1 6 6	0 15 0	0 15 0	0 5 0					
7	Malet Bunder ..	Distance	..	Miles 3½.	Miles 2¼.	Miles 2.	Miles 2.	Mile 1.	Mile ¼.				
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.				
		Fare { F.S.	..	1 12 0	1 4 0	1 0 0	1 0 0	0 8 0	0 4 0				
		M.S.	..	2 3 0	1 9 0	1 4 0	1 4 0	0 10 0	0 5 0				
8	Mazagaon Bunder Pier	Distance	..	Miles 4.	Miles 3.	Miles 2½.	Miles 2½.	Mile 1¼.	Mile 1.				
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.				
		Fare { F.S.	..	2 0 0	1 8 0	1 4 0	1 4 0	0 12 0	0 8 0				
		M.S.	..	2 8 0	1 14 0	1 9 0	1 9 0	0 15 0	0 10				

herein mentioned in Bombay Harbour

All fares to be by distance and at the following rates :— (Return fares to be the same as outward fares.)	Fair Season. 1st October to 31st May.	Monsoon Season. 1st June to 30th September.
	Rs. a. p.	Rs. a. p.
Jolly Boats, Dingies, Mutchwas, and all boats of European Build, per mile ..	0 8 0	0 10 0
Hiring by the day of 10 hours in the Harbour—		
Jolly Boats per day	4 0 0	5 0 0
Hiring by the hour—		
Jolly Boats per hour from any Bunder	1 0 0	1 4 0

Detention.

Jolly boats 4 annas per half hour or portion thereof.

Distances.

	Miles.
Apollo Bunder to Sunk Rock Light House	2
,, ,, ,, Elephanta Caves	7
,, ,, ,, Hog Island	8
,, ,, ,, Kennery Island	13
,, ,, ,, Prongs Light House	4
,, .. ,, Mora Bunder (Uran)	5½

7

Malet Bunder.	

8

Mile ½.	Mazagaon Bunder Pier.
Rs. a. p.	
0 4 0	
0 5 0	

9	Lakdi Bunder ..	Distance ..	Miles 4½.	Miles 3½.	Miles 3.	Miles 3.	Miles 2.	Mile 1½
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	2 4 0	1 12 0	1 8 0	1 8 0	1 0 0	0 12 0
		Fare M.S. ..	2 13 0	2 3 0	1 14 0	1 14 0	1 4 0	0 15 0
10	Sewree Salt Fish Wharf.	Distance ..	Miles 6½.	Miles 5½.	Miles 5.	Miles 5.	Miles 4.	Miles 3½.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	3 4 0	2 12 0	2 8 0	2 8 0	2 0 0	1 12 0
		Fare M.S. ..	4 1 0	3 7 0	3 2 0	3 2 0	2 8 0	2 8 0
11	To a vessel lying ½ a mile South of Middle Ground.	Distance ..	Mile 1½.	Mile 1.	Mile 1½.	Mile 1½.	Miles 2.	Miles. 2
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	0 12 0	0 8 0	0 12 0	0 12 0	1 0 0	1 4 0
		Fare M.S. ..	0 15 0	0 10 0	0 15 0	0 15 0	1 4 0	1 9 0
12	To a vessel lying between Middle Ground and South of Cross Island Reef Buoy.	Distance ..	Miles 2½.	Mile 1½.	Mile 1½.	Mile 1½.	Miles 2.	Miles 2.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	1 4 0	0 12 0	0 12 0	0 12 0	1 0 0	1 0 0
		Fare M.S. ..	1 9 0	0 15 0	0 15 0	0 15 0	1 4 0	1 4 0
13	To a vessel lying between South of Cross Island Reef Buoy and Cross Island.	Distance ..	Miles 2½.	Miles 2.	Mile 1½.	Mile 1½.	Mile 1½.	Mile 1½
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	1 4 0	1 0 0	0 12 0	0 12 0	0 10 0	0 12 0
		Fare M.S. ..	1 0 0	1 4 0	0 15 0	0 15 0	0 12 6	0 15 0
14	To a vessel lying half a mile North of Cross Island.	Distance ..	Miles 3½.	Miles 2½.	Miles 2½.	Miles 2½.	Miles 1½.	Miles 1½.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	1 14 0	1 6 0	1 4 0	1 4 0	0 12 0	0 10 0
		Fare M.S. ..	2 5 6	1 11 0	1 9 0	1 9 0	0 15 0	0 12 6

F.S.—Fair Season. M.S.—Monsoon Season. All baggage to be

		9					
Mile 1.	Mile ½.	Lakdi Bunder.					
Rs. a. p.	Rs. a. p.						
0 8 0	0 4 0						
0 10 0	0 5 0						
			10				
Miles 3.	Miles 2½.	Miles 2.	Sewree Salt Fish Wharf.				
Rs. a. p.	Rs. a. p.	Rs. a. p.					
1 8 0	1 4 0	1 0 0					
1 14 0	1 9 0	1 4 0					
				11			
Miles 3.	Miles 3½.	Miles 4.	Miles 6.	To a vessel lying ½ a mile South of Middle Ground.			
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.				
1 8 0	1 12 0	2 0 0	3 0 0				
1 14 0	2 3 0	2 8 0	3 12 0				
					12		
Miles 2½.	Miles 2½.	Miles 3.	Miles 4½.	Mile 1.	To a vessel lying between Middle Ground and South of Cross Island Reef Buoy.		
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.			
1 2 0	1 6 0	1 8 0	2 4 0	0 8 0			
1 6 6	1 11 6	1 14 0	2 13 0	0 10 0			
						13	
Mile 1½.	Miles 2.	Miles 2½.	Miles 3½.	Miles 1½.	Mile ½.	To a vessel lying between South of Cross Island Reef Buoy and Cross Island.	
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.		
0 12 0	1 0 0	1 2 0	1 14 0	0 14 0	0 6 0		
0 15 0	1 4 0	1 6 6	2 5 6	1 1 6	0 7 6		
							14
Mile 1.	Mile 1.	Mile 1.	Miles 2½.	Miles 2½.	Mile 1½.	Mile 1.	To a vessel lying ½ a mile North of Cross Island.
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
0 8 0	0 8 0	0 8 0	1 4 0	1 4 0	0 12 0	0 8 0	
0 10 0	0 10 0	0 10 0	1 9 0	1 9 0	0 15 0	0 10 0	

paid for at the rate of 3 annas per package except hand parcels.

Authorised Bunder Boat hire from and to the places

				1	2	3	4	5	6
1	Sassoon Dock ..		..	Sassoon Dock.					
2	Apollo Bunder ..	Distance	..	Mile 1.	Apollo Bunder.				
				Rs. a. p.					
		Fare F.S.	..	0 14 0					
		Fare M.S.	..	1 2 0					
3	Town Bunder ..	Distance	..	Mile 1½.	Mile ½.	Town Bunder.			
				Rs. a. p.	Rs. a. p.				
		Fare F.S.	..	1 8 6	0 10 6				
		Fare M.S.	..	1 15 6	0 13 6				
4	Ballard Pier ..	Distance	..	Mile 1½.	Mile ½.	Mile ½.	Ballard Pier.		
				Rs. a. p.	Rs. a. p.	Rs. a. p.			
		Fare F.S.	..	1 8 6	0 10 6	0 3 6			
		Fare M.S.	..	1 15 6	0 13 6	0 4 6			
5	Mody or Carnac Bunder.	Distance	..	Miles 2½.	Mile 1½.	Mile 1.	Mile 1.	Mody or Carnac Bunder.	
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.		
		Fare F.S.	..	2 6 6	1 8 6	0 14 0	0 14 0		
		Fare M.S.	..	3 1 6	1 15 6	1 2 0	1 2 0		
6	Prince's and Victoria Docks.	Distance	..	Miles 3½.	Miles 2½.	Mile 1½.	Mile 1½.	Mile ½.	Prince's and Victoria Docks.
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
		Fare F.S.	..	2 13 6	1 15 6	1 5 0	1 5 0	0 7 0	
		Fare M.S.	..	3 10 6	2 8 6	1 11 0	1 11 0	0 9 0	
7	Malet Bunder ..	Distance	..	Miles 3½.	Miles 2½.	Miles 2.	Miles 2.	Mile 1.	Mile ½.
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S.	..	3 1 0	2 3 0	1 12 0	1 12 0	0 14 0	0 7 0
		Fare M.S.	..	3 15 0	2 13 0	2 4 0	2 4 0	1 2 0	0 9 0
8	Mazagaon Bunder Pier.	Distance	..	Miles 4.	Miles 3.	Miles 2½.	Miles 2½.	Mile 1½.	Mile 1.
				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S.	..	3 8 0	2 10 0	2 3 0	2 3 0	1 5 0	0 14 0
		Fare M.S.	..	4 8 0	3 6 0	2 13 0	2 13 0	1 11 0	1 2 0

herein mentioned in Bombay Harbour.

All fairs to be by distance and at the following rates:— (Return fares to be the same as outward fares).	Fair Season. 1st October to 31st May.	Monsoon Season. 1st June to 30th September.
	Rs. a. p.	Rs. a. p.
Bunder Boats 7 to 10 men of a crew, per mile	0 14 0	1 2 0
Hiring by the day of 10 hours in the Harbour— Bunder Boats per day	6 0 0	7 0 0
Hiring by the hour— Bunder Boats per hour from any Bunder	1 12 0	2 0 0

Detention.

Bunder Boats 6 annas per half hour or portion thereof.

Distances.	Miles.
Apollo Bunder to Sunk Rock Light House	2
,, ,, ,, Elephanta Caves	7
,, ,, ,, Hog Island	8
,, ,, ,, Kennery Island	13
,, ,, ,, Prongs Light House	4
,, ,, ,, Mora Bunder (Uran)	5½

7

Malet Bunder.		

8

Mile ½.	Mazagaon Bunder-Pier.
Rs. a. p.	
0 7 0	
0 9 0	

9	Lakdi Bunder ..	Distance ..	Miles 4½.	Miles 3½.	Miles 3.	Miles 3.	Miles 2.	Mile 1½.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	3 15 0	3 1 0	2 10 0	2 10 0	1 12 0	1 5 0
		Fare M.S. ..	5 1 0	3 15 0	3 6 0	3 6 0	2 4 0	1 11 0
10	Sewree Salt Fish Wharf.	Distance ..	Miles 6½.	Miles 5½.	Miles 5.	Miles 5.	Miles 4.	Miles 3½.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	5 11 0	4 13 0	4 6 0	4 6 0	3 8 0	3 1 0
		Fare M.S. ..	7 5 0	6 3 0	5 10 0	5 10 0	4 8 0	3 15 0
11	To a vessel lying ¼ a mile South of Middle Ground.	Distance ..	Mile 1½.	Mile 1.	Mile 1½.	Mile 1½.	Miles 2.	Miles 2½.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	1 5 0	0 14 0	1 5 0	1 5 0	1 12 0	2 3 0
		Fare M.S. ..	1 11 0	1 2 0	1 11 0	1 11 0	2 4 0	2 13 0
12	To a vessel lying between Middle Ground and South of Cross Island Reef Buoy.	Distance ..	Miles 2½.	Mile 1½.	Mile 1½.	Mile 1½.	Miles 2.	Miles 2.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	2 3 0	1 5 0	1 5 0	1 5 0	1 12 0	1 12 0
		Fare M.S. ..	2 13 0	1 11 0	1 11 0	1 11 0	2 4 0	2 4 0
13	To a vessel lying between South of Cross Island Reef Buoy and Cross Island.	Distance ..	Miles 2½.	Miles 2.	Mile 1½.	Mile 1½.	Mile 1½.	Mile 1½.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	2 3 0	1 12 0	1 5 0	1 5 0	1 1 6	1 5 0
		Fare M.S. ..	2 13 0	2 4 0	1 11 0	1 11 0	1 6 6	1 11 0
14	To a vessel lying ¼ a mile North of Cross Island.	Distance ..	Miles 3¾.	Miles 2¾.	Miles 2½.	Miles 2½.	Mile 1½.	Mile 1½.
			Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		Fare F.S. ..	3 4 6	2 6 6	2 3 0	2 3 0	1 5 0	1 1 6
		Fare M.S. ..	4 3 0	3 1 6	2 13 0	2 13 0	1 11 0	1 6 6

F.S.—Fair Season. M.S.—Monsoon Season

		9					
Mile 1.	Mile ½.	Lakdi Bunder.					
Rs. a. p.	Rs. a. p.						
0 14 0	0 7 0						
1 2 0	0 9 0						
			10				
Miles 3.	Miles 2½.	Miles 2.	Sewree Salt Fish Wharf.				
Rs. a. p.	Rs. a. p.	Rs. a. p.					
2 10 0	2 3 0	1 12 0					
3 6 0	2 13 0	2 4 0					
				11			
Miles 3.	Miles 3½.	Miles 4.	Miles 6.	To a vessel lying ½ a mile South of Middle Ground.			
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.				
2 10 0	3 1 0	3 8 0	5 4 0				
3 6 0	3 15 0	4 8 0	6 12 0				
					12		
Miles 2½.	Miles 2¾.	Miles 3.	Miles 4½.	Mile 1.	To a vessel lying between Middle Ground and South of Cross Island Reef Buoy.		
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.			
1 15 6	2 6 6	2 10 0	3 15 0	0 14 0			
2 8 6	3 1 6	3 6 0	5 1 0	1 2 0			
						13	
Miles 1½.	Miles 2.	Miles 2½.	Miles 3¾.	Mile 1½.	Mile ¾.	To a vessel lying between South of Cross Island Reef Buoy and Cross Island.	
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.		
1 5 0	1 12 0	1 15 6	3 4 6	1 8 6	0 10 6		
1 11 0	2 4 0	2 8 6	4 3 6	1 15 6	0 13 6		
							14
Mile 1.	Mile 1.	Mile 1.	Miles 2½.	Miles 2¾.	Mile 1½.	Mile 1.	To a vessel lying ¼ a mile North of Cross Island.
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	
0 14 0	0 14 0	0 14 0	2 3 0	2 8 0	1 5 0	0 14 0	
1 2 0	1 2 0	1 2 0	2 13 0	2 13 0	1 11 0	1 2 0	

All Baggage to be paid for at the rate of 3 annas per package except hand parcels.

Authorised Table of fares for Mechanically-propelled vessels in the Bombay Harbour.

	Rs.	a.	p.
1. For the hire of a vessel for an hour or part of an hour exceeding three quarters of an hour.	10	0	0
2. For the hire of a vessel for part of an hour exceeding half an hour but not exceeding three quarters of an hour.	7	8	0
3. For the hire of a vessel for a part of an hour exceeding a quarter of an hour but not exceeding half an hour.	5	0	0
4. For the hire of a vessel for a part of an hour but not exceeding a quarter of an hour.	3	0	0
5. For a trip from *Apollo Bunder* or a round, roughly between *Middle Ground* and the *Dolphin Rock Light House* per passenger.	0	4	0

Note (*1*).—All baggage except hand parcels to be paid for at the rate of 3 annas per package.

Note (*2*).—Persons wishing to engage a vessel for any other service shall make their own arrangements for the fare with the Serang, tindal or owner of such vessel.

S. 6 (1)(m) **G. N., M. D., No. 12, dated 14th March 1881 (B. G., Pt. I, p. 140).**

His Excellency the Governor in Council is pleased, under clause (*m*) section 7* of Act XII of 1875, to prescribe the following rule to be observed in all ports under the control of the Salt Department :—

All Harbour Craft, Coasting or Seagoing Craft, European or Native, of whatever rig or denomination, when at anchor, or sailing up or down the fairway, shall between the hours of sunset and sunrise exhibit where it can be best seen [but a height not exceeding (20) twenty feet above the hull] a white light in a globular lantern of not less than (8) eight inches in diameter and so constructed as to show a clear, uniform and unbroken light all round the horizon at a distance of at least (1) one mile.

The penalty for non-observance of this rule by any master or owner shall be any sum not exceeding rupees (100) one hundred for each instance. This rule does not apply to vessels carrying the usual seagoing lights.

2. Under the provisions of section 81 of the Merchant Shipping Act, VII of 1880, all Customs and Coast Guard Officers generally are required to inspect vessels in their respective ports with a view to ascertain that the requirements of the above rule are fulfilled.

---

* Corresponding to section 6 (*1*) (*m*) of Act XV of 1908.

3. His Excellency in Council is also pleased to direct, under section 83 of the Merchant Shipping Act, that a copy of any notice of deficiency given to a master or owner of a vessel under section 82 of the said Act must be recorded in the office of the Customs Collector of the port from which the ship may seek to clear.

G. N., G. D., No. 1862/33, dated 15th December 1943 (B. G., Pt. IV-A, p. 181). **S. 6 (1) (p) Bombay Port Health Rule**

In exercise of the functions of the Central Government under clause (*p*) of sub-section (*1*) of section 6 of the Indian Ports Act, 1908 (XV of 1908), entrusted to the Government of Bombay by the Government of India, Department of Education, Health and Lands, Notification No. F. 10-1/38-G, dated the 30th March 1938 and in supersession of the notifications specified in the margin in so far as they apply to the ports specified in the Schedule, the Government of Bombay is pleased to make the following rules for the control of the spread of infection of dangerous, infectious and contagious diseases by vessels arriving at, being in or, departing from, the said ports, and the disposal of dead bodies on such vessels, namely :—

1. Notification of the Government of Bombay in the General Department, No. 1713, dated the 15th March 1917.

2. Notification of the Government of Bombay in the General Department, No. 2537, dated the 22nd March 1927.

3. Notification of the Government of Bombay in the General Department, No. 2458, dated the 5th June 1936.

RULES.

1. (1) These Rules may be called the Bombay Port Health Rules.

(2) They shall apply to the ports specified in the Schedule.

PART I.

Definitions.

2. In these Rules unless there is anything repugnant in the subject or context to indicate otherwise—

(1) "Crew" means and includes any person on board a vessel who is employed in the vessel's service or in connection with its cargo, but does not include any person who is on board for the sole purpose of travelling ;

(2) "day" means a period of twenty-four hours ;

(3) "Health Officer" means any person appointed by the State Government, either by name or by virtue of his office, to be the Health Officer of a port, and includes an Additional or Assistant Port Health Officer, and any Officer appointed by the State Government, either by name or by virtue of his office, to perform any of the duties of a Health Officer of a port ;

(4) the term "infected" when used with reference to any articles means all articles considered by the Health Officer to be infected with any of the diseases pecified in rule 3 ;

(5) "infected port" means any port outside India which the State Government may, by notification, declare for the purpose of these Rules to be infected with any of the diseases specified in rule 3;

(6) "Isolation" means the segregation of any person suffering from any of the diseases specified in rule 3 in such a manner as to ensure that such person will not convey the infection to other persons;

(7) "Medical Officer" (of a vessel) means any person holding medical charge of a vessel;

(8) "Observation" means the segregation of any person suspected of suffering from any of the diseases specified in rule 3 for the purpose of ascertaining whether or not the said person is suffering from any such disease;

(9) "period of incubation" in respect of an infectious disease mentioned below means the period specified against it:—

Plague	6 days.
Cholera	5 days.
Yellow fever	9 days.
Typhus	12 days.
Small-pox	14 days.
Chicken-pox	14 days.
Cerebrospinal meningitis	10 days.
Diphtheria	7 days.
Relapsing fever	14 days.
Influenzal pneumonia	5 days.

(10) "Registered Medical Practitioner" means a medical practitioner registered under the Medical Act, 1858, or the Bombay Medical Act, 1912, or the Bombay Medical Practitioners Act, 1938;

(11) "Schedule" means the Schedule appended to these rules;

(12) the term "surveillance" means that persons, although suspected of infection, are not segregated but are permitted to continue their journey in the ordinary course and the authorities of the several places whither they are bound are given prior information of their coming;

(13) "Vessel" includes anything, other than a seaplane, made for the conveyance by water of human beings or of property.

PART II.

Rules to be observed at Ports on the arrival of Vessels.

3. The diseases to which the rules in this part apply are :—

(1) Plague, (2) Cholera, (3) Yellow fever, (4) Typhus, (5) Small-pox. (6) Chicken-pox, (7) Cerebrospinal meningitis, (8) Diphtheria, (9) Relapsing fever, (10) Jigger, and (11) Influenzal pneumonia.

4. The master of every vessel arriving at any port shall show, until the vessel is free from control under these Rules, whichever of the following signals is appropriate :—

(*a*) by day, during the whole of the time between sunrise and sunset, when the vessel is within three miles of the coast—

(i) the Flag Signal Q. meaning "my ship is healthy and I request free *pratique*",

(ii) the Two Flag Signal QQ. meaning "my ship is suspected" (*vide* rules 18, 23, 27, 32, 35, 39 and 41), or

(iii) the Two Flag Signal QL. meaning "my ship is infected" (*vide* rules 18, 23, 27, 32, 35, 39, 41 and 45),

(*b*) by night, during the whole of the time between sunset and sunrise but only when the vessel is within three miles of the coast a signal comprising a red light over a white light, the lights being not more than six feet apart, and meaning "I have not free *pratique*".

The night signal shall be shown at the peak or other conspicuous place where it can best be seen :

Provided that the authorities at a port may, with the previous approval of the State Government, notify alternative signals not conflicting with the International Code, for use by vessels visiting the port frequently.

5. The master of any vessel fitted with a suitable wireless transmitting apparatus shall, when not more than twelve hours and not less than four hours out from any port to which he is proceeding, send to the Health Officer of the port either directly or through an agency approved by the Health Officer, a wireless message, embodying all such of the items of information set out in the Standard Quarantine Messages of the International Code of Signals as are applicable :

Provided that the authorities at a port may, with the previous approval of the State Government, notify alternative signals not conflicting with the International Code, for use by vessels visiting the port frequently.

Cases of sickness or death occurring subsequent to the transmission of such message shall be communicated by wireless in like manner before the arrival of the vessel in the port.

Note.—The telegraphic address of the various Health Officers is "Quarantine" and the items of the Standard Quarantine Messages of the International Code of Signals are reproduced below :—

STANDARD QUARANTINE MESSAGES.

Item I.

MEBAV. The following is an International Quarantine Message from vessel indicated, of. port indicated, which expects to arrive at time indicated, on date indicated. (Here follow groups to complete above).

Item II.

MECED. My port of departure (first port of loading) and my last port of call were as indicated by the immediately following groups.

Item III.

MEDIH. No case of infectious disease, or of sickness suspected to be of an infectious nature, has occurred on board during the last 5 days.

MEFOF. Number indicated cases of infectious disease(s) indicated have occurred during the last 15 days.

Item IV.

MEGYX. I have no other case of sickness on board.

MEHUD. I have number indicated other cases of sickness on board.

Item V.

MEJAC. No deaths from sickness infectious or otherwise have occurred on board during the voyage.

MEKEK. Number indicated deaths from sickness infectious or otherwise have occurred on board during the voyage.

Item VI.

MELOC. I have a ship's surgeon on board.

MEMYT. I have no ship's surgeon on board.

Item VII.

MENIJ. I do not wish to disembark any sick.

MEPUP. I wish to disembark number indicated sick, suffering from disease(s) indicated.

Item VIII.

MEQOV. My crew consists of number indicated, and I have no passengers on board.

MERAT. My crew consists of number indicated, and I have number indicated passengers.

Item IX.

MESEC. I do not propose to disembark any passengers.

METIK. I propose to disembark number indicated passengers of class indicated.

6. On the arrival of a vessel at a port the master of the vessel shall, at the earliest opportunity and in the Form annexed to these rules report to the pilots, boarding officer, or other officer duly authorised in this behalf all matters that have occurred during the voyage which might affect the classification of the vessel as " infected ", " suspected " or " healthy " and any sickness or deaths from any cause and the pilot, boarding officer, or other officer authorised in this behalf shall promptly communicate such report to the Health Officer :

Provided that in the case of healthy vessels and vessels that are classed as " suspected ", not on account of the occurrence of any disease on board but merely by reason that they have sailed from or touched at a particular port, it shall be permissible for the pilot, boarding officer or other officer authorised in this behalf, if acting on the general or special instructions of the Health Officer, to treat the vessel as " healthy " and to allow *pratique*.

7. If after a vessel has arrived within port limits a case or suspected case of any of the diseases specified in rule 3 occurs on board, the master shall hoist the signal prescribed in rule 4 for " infected vessels ", shall stop all communication with the shore and shall immediately report the circumstances to the Health Officer.

8. Every medical practitioner, who becomes cognizant that any passenger on board or any member of the crew or any person employed on board any vessel in the port is suffering from any of the diseases specified in rule 3, shall immediately give notice thereof by telephone if possible and in writing to the Health Officer.

9. All infected or suspected vessels shall stop at such place at the port as the relevant port authority shall, in consultation with the Health Officer, provide in this behalf and shall not enter any dock or come alongside any wharf or have communication with the shore until authorised to do so by the Health Officer or except on the conditions specified in the proviso to rule 6 by the pilot, boarding officer, or other officer authorised in this behalf.

10. So long as the signals showing that the vessel is " infected " or " suspected " are displayed by a vessel, no tindal or other person in charge of or navigating any boat other than a boat conveying a pilot, a harbour-master and/or Conservator or his Deputy or an official acting in execution of these Rules shall attempt to take such boat alongside the vessel except with the permission of the Health Officer, and no person other than a pilot, a harbour master and/or Conservator or his Deputy or an official acting in the execution of these Rules shall board or leave any " infected " or " suspected " vessel without the written permission of the Health Officer.

11. Healthy vessels, which, while in port do not desire to have communication with the shore, shall, on arrival, hoist the code over Q flag by day, and the International Code Signal by night meaning " I have not free *pratique* " (as provided for in rule 4).

A vessel shall be regarded as not having communication with the shore if making a call of less than twenty-four hours and if, either with the shore or with any other vessel in the port, it has no communication of such a nature as to render possible the conveyance of any of the diseases specified in rule 3 from the vessel to the shore or to any other vessel in the port or *vice versa*.

Such vessels shall be subject to such restriction under these Rules as the Health Officer may impose.

12. In the case of all infected vessels the Health Officer shall, and in the case of all other vessels the Health Officer may, proceed on board and examine the vessel, and the master of the vessel shall give him every facility for the examination of the passengers, crew, personal effects, cargo, provisions, water supply and any part of the vessel the Health Officer considers it necessary to examine. The Health Officer may require a written declaration from the medical officer (if any) of the vessel or from the master or from both, stating whether any death or sickness from an unknown or suspicious cause or any case of any of the diseases specified in rule 3 has occurred on board the vessel either during the voyage or before her departure, and with reference to plague, whether any unusual mortality has been observed among rats on the vessel. If the Health Officer is satisfied that such deaths or cases of sickness as may have occurred were not due to any of the diseases specified in rule 3 he shall permit the vessel to proceed to the usual place of anchorage or berth in the harbour and to discharge passengers and cargo without further restriction. If the Health Officer is not so satisfied, he shall proceed as provided in these Rules. Inspection by the Health Officer under this rule, shall not be undertaken between sunset and sunrise except in such unusual circumstances as justify, in the opinion of the Health Officer, a departure from this usual procedure.

13. As the result of every inspection carried out under rule 12 the Health Officer shall classify the vessel as infected, suspected or healthy, in accordance with the definitions given hereafter.

14. (1) All cases of plague, cholera, yellow fever, typhus and small-pox may be removed if facilities exist, from a vessel on diagnosis by the Health Officer. The removal of persons who have been in contact with such cases may be enforced by the Health Officer if after full consideration of the circumstances he considers that such removal is necessary to prevent the spread of the disease.

(2) In the case of the other diseases specified in rule 3, the removal of such sick persons and their contacts as are bound for an onward port shall be enforced by the Health Officer only if he considers such action necessary on account of lack of facilities for isolation or treatment on board the vessel.

(3) Whenever a person suffering from one of the diseases specified in rule 3 remains on board, the Health Officer, may, in his discretion, limit communication between the vessel and the shore or between the vessel and any other vessel in the port.

15. The Health Officer shall inform the Health Officer of the local authority concerned and in the absence of the Health Officer, the President or Chairman of the local authority, in all cases in which he arranges for the conveyance of a patient to a sanitorium or hospital or other place within the limits of the local authority and shall furnish the Health Officer, President or Chairman, as the case may be, with the address of any private residence to which he permits the removal of a patient.

16. Where plague, cholera or small-pox, is the disease on account of which the vessel is deemed to be infected, the Health Officer shall offer free of charge inoculation, vaccination or revaccination, as the case may be, if facilities exist, to all persons on the vessel willing to be operated upon and shall cause to be inoculated, vaccinated or revaccinated, as the case may be, free of charge, if their guardians or those in charge of them consent, all minors whom he may consider to be in a suitable physical condition for such operation.

17. In the case of a vessel infected or suspected to be infected with any of the diseases specified in rule 3, the Health Officer may, whenever he considers it necessary and practicable, intimate by letter or telegram to the health authorities of the State concerned the date of departure, route, number of persons and ultimate destination in the respective State of any of the passengers from the said vessel.

SPECIAL RULES ON ACCOUNT OF PLAGUE.

18. *Infected vessel.*—A vessel shall be regarded as infected—

(1) if it has a case of human plague on board, or

(2) if a person on board the vessel developed plague more than six days after his embarkation, or

(3) if plague-infected rats are found on board.

Suspected vessel.—A vessel shall be regarded as suspected—

(1) if a person on board the vessel developed plague within the first six days after his embarkation, or

(2) if investigations regarding rats have shown the existence of an unusual mortality amongst them without determining the cause thereof.

The vessel shall continue to be regarded as suspected until it has been subjected at a suitably equipped port to the measures prescribed in this behalf by these Rules.

Healthy vessel.—A healthy vessel is any vessel other than an infected or suspected vessel as defined above.

A vessel shall be regarded as healthy, notwithstanding its having come from an infected port if there has been no human or rat plague on board either at the time of departure or during the voyage or on arrival, and if the investigations regarding rats have not shown the existence of an unusual mortality amongst them.

19. In the case of plague infected vessels—

(*a*) before *pratique* (which shall be in writing) is given—

(1) The vessel shall be inspected and all persons on board shall be medically examined by the Health Officer. Where the Health Officer is not himself a qualified medical officer, he may cause the medical examination to be made by a registered medical practitioner ;

(2) All persons suffering from plague may if facilities exist be disembarked and isolated ;

(3) All persons suspected to be suffering from plague may if facilities exist be disembarked and placed under observation ;

(4) In the case of persons who have been in contact with a case of plague, the Health Officer, after taking into consideration the date of the last case, the condition of the vessel and all relevant circumstances, may either—

(*a*) place such persons under observation ; or

(*b*) place them under surveillance ; or

(*c*) subject them to a period of observation followed by a period of surveillance :

Provided that the total duration of these measures shall not exceed six days from the date of the arrival of the vessel in the port.

During the period of the application of the measures specified under this sub-clause the Health Officer may, in his discretion, prohibit the members of the crew from leaving the vessel ;

(5) Bedding which has been used, soiled linen, wearing apparel and other articles which, in the opinon of the Health Officer, are infected shall be disinsectised and, if necessary, disinfected ;

(6) Those parts of the vessel which have been occupied by persons suffering from plague or which, in the opinion of the Health Officer, are infected shall be disinsectised and, if necessary, disinfected ;

(7) The Health Officer may require deratisation of the vessel before unloading cargo if he is of opinion, having regard to the nature of the cargo, and the way in which it is loaded that it is possible to effect a total destruction of rats on board before unloading. In such case, the vessel may not be subjected to a further deratisation after unloading except in the circumstances mentioned in sub-rule (8). In other cases the complete destruction of rodents on board shall be effected when the holds are empty. In the case of vessels in ballast this process shall be carried out as soon as possible and in any case before cargo is taken ;

(8) When before or during the course of unloading cargo plague-infected rats are found on board, or when it has been established that there exists on board an unusual mortality amongst rats, the cause of which has not been determined, the Health Officer may require the deratisation of the vessel before or during the unloading of cargo. If during the course of unloading or after the unloading of cargo live rats are again found, a fresh deratisation may be carried out ; provided that of the deratisations thus effected only one shall be undertaken at the expense of the owners of the vessel ;

(9) If a vessel is to unload a part of its cargo only, and if the Health Officer considers that it is impossible to carry out complete deratisation, the said vessel may remain in the port for the time required to unload that part of its cargo ; provided that all precautions are taken to the satisfaction of the Health Officer to prevent rats passing from the vessel to the shore, either during unloading or otherwise ;

(*b*) unloading shall be carried out under the control of the Health Officer, who shall take all measures which, in his opinion, are necessary to prevent the infection of the staff engaged on this work. The staff shall be subjected to observation or to surveillance for a period not exceeding six days from the time when they have ceased to work at the unloading of the vessel.

20. When the measures prescribed in rule 19 (*a*) have been duly taken in respect of any infected vessel the Health Officer shall grant *pratique* (which shall be in writing) ; provided that, if subsequent to the grant of the above certificate, a case of plague or of illness suspected to be plague, occurs on board or if an unusual mortality amongst rats is discovered, the certificate shall become invalid and the vessel shall again become subject to the requirements of the rules regarding infected vessels.

21. In the case of plague-suspected vessels, the measures specified in rule 19 (*a*) (1), (5), (6), (7), (8) and (9) may be taken at the discretion of the Health Officer before *pratique* (which shall be in writing) is given. Rule 19 (*b*) shall also be applicable to such vessels.

In addition, the crew and passengers may be subjected by the Health Officer to surveillance the duration of which, dating from the arrival of the vessel, shall not exceed six days.

The Health Officer may, in his discretion, prohibit the members of the crew from leaving the vessel during this period.

22. Healthy vessels shall be given free *pratique*:

Provided that the Health Officer may in his discretion take the following measures in respect of such vessels:—

(*i*) medical inspection as prescribed in rule 12;

(*ii*) destruction of rats on board in exceptional cases and for well founded reasons which shall be communicated in writing to the master of the vessel.

(*iii*) when the vessel has come from an infected port, the crew and passengers may be subjected to surveillance during a period which shall not exceed six days reckoned from the date on which the vessel left the infected port. In such circumstaces, the Health Officer may, in his discretion, prohibit the members of the crew from leaving the vessel during this period.

SPECIAL RULES ON ACCOUNT OF CHOLERA.

23. *Infected vessel.*—A vessel shall be regarded as infected if there is a case of cholera on board or if within the five days prior to the arrival of the vessel in port a case of cholera occurred on board.

Suspected vessel.—A vessel shall be regarded as suspected if, although no fresh case has occurred on board within the five days prior to the arrival of the vessel in port, there had been a case of cholera on board at the time of departure or during the voyage or if a period of five days has not elapsed since the date of the vessel leaving the last infected port or if there is on board a person who within five days of the vessel's arrival in port left an area which was infected with cholera at the time of his leaving such area.

The vessel shall continue to be regarded as suspected until it has been subjected to the measures prescribed by these Rules.

Healthy vessel.—A healthy vessel is any vessel other than an infected or suspected vessel as defined above.

A vessel shall be regarded as healthy if notwithstanding its having come from an infected port or having on board persons from an infected area there has been no case of cholera on board either at the time of departure or during the voyage or on arrival and if more than five days have elapsed since the vessel left the last infected port and/or since any person on board left any infected area.

Cases presenting the clinical symptoms of cholera, in which no cholera vibrios have been found or in which vibrios not strictly conforming to the character of cholera vibrios have been found, shall be subject to all measures required in the case of cholera.

24. In the case of cholera infected vessels—

(*a*) Before *pratique* (which shall be in writing) is given—

(1) The vessel shall be inspected and all persons on board shall be medically examined by the Health Officer. Where the Health Officer is not himself a qualified medical officer, he may cause the medical examination to be made by a registered medical practitioner;

(2) All persons suffering from cholera may if facilities exist be disembarked and isolated;

(3) All persons suspected to be suffering from cholera may, if facilities exist, be disembarked and placed under observations;

(4) The members of the crew and the passengers may, at the discretion of the Health Officer, be disembarked and either be kept under observation or subjected to surveillance for a period not exceeding five days reckoned from the date of arrival of the vessel, provided that persons satisfying the Health Officer that they have been protected against cholera by inoculation effected within the preceding six months excluding the last six days thereof may be subjected to surveillance but not to observation. During the period of the application of the measures specified under this sub-clause the Health Officer may, in his discretion, prohibit the members of the crew from leaving the vessel;

(5) Bedding which has been used, soiled linen, wearing apparel and other articles, including foodstuff whether constituting cargo or part thereof or otherwise, which in the opinion of the Health Officer, are infected, shall be disinfected: provided that in special circumstances the Health Officer may for reasons to be recorded in writing, order the destruction of foodstuffs which, in his opinion, are infected;

(6) Those parts of the vessel which have been occupied by persons suffering from cholera or which, in the opinion of the Health Officer, are infected, shall be disinfected;

(7) If, in the opinion of the Health Officer, the drinking water stored on board is infected, he shall cause it to be emptied out after it has been disinfected, and to be replaced, after disinfection of the tanks and filters, by a supply of wholesome drinking water;

(8) The Health Officer may prohibit the emptying out of water ballast in port without previous disinfection if it has been taken in at an infected port;

(9) The Health Officer may require human dejecta and the waste water of the vessel to be disinfected before they are discharged from the vessel into the waters of the port.

(*b*) Unloading shall be carried out under the control of the Health Officer, who shall take all measures which, in his opinion, are necessary to prevent the infection of the staff engaged on this work. The staff so engaged shall be subjected to observation or to surveillance for a period not exceeding five days from the time when they have ceased to work at the unloading of the vessel.

25. *Cholera suspected vessels.*—In the case of cholera-suspected vessels, the measures specified in rule 24 (*a*) (1), (5), (6), (7), (8) and (9) may be taken at the discretion of the Health Officer before *pratique* (which shall be in writing) is given.

Rule 24 (*b*) shall also be applicable to such vessels.

In addition, the crew and passengers may be subjected at the discretion of the Health Officer to surveillance the duration of which, dating from the arrival of the vessel, shall not exceed five days. The Health Officer may, in his discretion, prohibit the members of the crew from leaving the vessel during this period.

26. *Healthy vessels* shall be given free *pratique* :

Provided that the Health Officer may, in his discretion, take, as regards these vessels, the measures specified in clauses (1), (5), (7), (8) and (9) of rule 24 (*a*).

Provided further that the crew and passengers may be subjected to surveillance during a period which shall not exceed five days reckoned from the date of arrival of a vessel.

SPECIAL RULES ON ACCOUNT OF YELLOW FEVER.

27. (*a*) *Infected vessel.*—A vessel shall be regarded as infected if there is a case of yellow fever on board or if a case of yellow fever existed on board at the time of departure or if a case of yellow fever has occurred on board during the voyage.

(*b*) *Suspected vessel.*—A vessel shall be regarded as suspected if, although there has been no case of yellow fever on board as specified in (*a*) above, it arrives after a voyage of less than nine days from an infected port or from a port in close relation with an endemic centre of yellow fever, or if it arrives after a voyage of more than nine days from any such port but in the opinion of the Health Officer, it may carry from such port adult stegomyia (*aedes egypti*) or other mosquitoes capable of transmitting the disease.

(*c*) *Healthy vessel.*—

(*i*) A healthy vessel is any vessel other than an infected or suspected vessel as defined above.

(*ii*) Nothwithstanding its having come from an infected port, a vessel shall be regarded as healthy provided the voyage has lasted for more than nine days and there has been no case of yellow fever on board in the manner specified for infected vessels, and either it does not, in the opinion of the Health Officer, carry adult stegomyia (*aedes egypti*) or other mosquitoes capable of transmitting the disease or it has been proved to the satisfaction of the Health Officer—

(*a*) that the vessel, during its stay in the port of departure, was moored at a distance of at least half a mile from the shore and at such a distance from all other vessels in the harbour as to make the access of mosquitoes improbable, or

(*b*) that the vessel, at the time of or since departure, was or has been effectively fumigated in order to destroy mosquitoes.

28. No vessel infected with or suspected of being infected with yellow fever shall enter any port specified in the schedule other than that or those prescribed for this purpose by the State Government.

29. In the case of vessels infected with yellow fever, the following measures shall be taken before *pratique* (which shall be in writing) is given :—

(1) The vessel shall be inspected and all persons on board shall be medically examined by the Health Officer. Where the Health Officer is not himself

a qualified medical officer, he may cause the medical examination to be made by a registered medical practitioner ;

(2) All persons suffering from yellow fever, or suspected to be suffering from yellow fever, shall be disembarked and those of them who are in the first five days of their illness shall be isolated in such a manner as to prevent the access of any mosquitoes to them ;

(3) All other persons shall be kept under observations during a period which shall not exceed nine days reckoned from the date of their arrival ;

(4) The vessel shall be moored at such a distance, not being less than half a mile, from the shore and from all other vessels, as will render improbable the access of mosquitoes from the vessel to the shore or to any other vessel or *vice versa* ;

(5) The destruction of mosquitoes in all phases of growth shall be carried out on board at the earliest opportunity and as far as possible before unloading cargo ; if unloading is carried out before the destruction of mosquitoes, the personnel employed on this work shall be subjected to observation or surveillance for a period not exceeding nine days from the time they ceased to be exposed to the risk of infection.

30. *Yellow Fever suspected vessels.*—Vessels suspected of being infected with yellow fever shall be subjected to the measures specified in clauses (1), (3), (4) and (5) of rule 29 before *pratique* (which shall be in writing) is given.

When a period of not less than thirty days has elapsed since the departure of the vessel from the infected port, and no case has occurred during the voyage, the vessel may be granted free *pratique* subject to preliminary fumigation if, in the opinion of the Health Officer, this is necessary.

31. *Healthy vessels.*—In the case of healthy vessels as defined by rule 27 (*c*) (*ii*) of these Rules free *pratique* shall be granted only after medical inspection of the vessel and persons on board by the Health Officer.

Special Rules on Account of Typhus.

32. *Infected vessel.*—A vessel shall be regarded as infected if there is a case of typhus on board or a case of typhus has occurred on board during the voyage.

Suspected vessel.—A vessel shall be regarded as suspected if, although there has been no case of typhus on board at the time of arrival, and no case of typhus has occurred on board during the voyage, there is on board a person who, within twelve days prior to the arrival of the vessel in port, left an area where typhus was epidemic at the time of the person leaving such area.

For the purpose of this rule typhus shall be considered as being present in epidemic form in any area when a notification to this effect in respect of such area has been issued by the State Government.

Healthy vessel.—A vessel shall be regarded as healthy if it is not infected or suspected vessel as defined above.

33. In the case of infected vessels, the following measures shall be taken before *pratique* (which shall be in writing) is given :—

(1) The vessel shall be inspected and all persons on board shall be medically examined by the Health Officer. Where the Health Officer is not himself a qualified medical officer he may cause the medical examination to be made by a registered medical practitioner ;

(2) All persons suffering from typhus or suspected by the Health Officer to be suffering from typhus may, *if facilities exist*, be disembarked, isolated and deloused ;

(3) Other persons reasonably suspected by the Health Officer to harbour lice, or to have been exposed to infection, may also be deloused and may be subjected by him to surveillance during a period which shall be specified, but which in any case shall not exceed twelve days, reckoned from the date of delousing ;

(4) Bedding which has been used, linen, wearing apparel, and other articles which, in the opinion of the Health Officer, are infected, shall be disinsectised ;

(5) Those parts of the vessel which have been occupied by persons suffering from typhus or which, in the opinion of the Health Officer, are infected shall be disinsectised.

34. (*a*) *Typhus suspected vessel.*—Vessels suspected of typhus may in the discretion of the Health Officer be subjected to the measures specified in clauses (1), (3) and (4) of rule 33 before *pratique* (which shall be in writing) is given.

(*b*) *Healthy vessels.*—Healthy vessels shall be given free *pratique*.

SPECIAL RULES ON ACCOUNT OF SMALL-POX.

35. *Infected vessel.*—A vessel shall be regarded as infected if there is a case of small-pox on board or if a case of small-pox has occurred on board within fourteen days prior to the arrival of the vessel in port.

Suspected vessel.—A vessel shall be regarded as suspected if, notwithstanding there being no case of small-pox on board at the time of arrival nor any case having occurred during the voyage within fourteen days prior to arrival, there is on board a person unprotected by vaccination or by a previous attack of small-pox who within fourteen days prior to the arrival of the vessel in port left an area where small-pox was epidemic at the time of his leaving such area.

For the purpose of this rule small-pox shall be considered as being present in epidemic form in any area when a notification to this effect in respect of such area has been issued by the *State Government*.

Healthy vessel.—A vessel shall be regarded as healthy if it is not an infected or suspected vessel as defined above.

36. In the case of infected vessels, before *pratique* (which shall be in writing) is given—

(1) The vessel shall be inspected and all persons on board shall be medically examined by the Health Officer. Where the Health Officer is not himself a qualified medical officer he may cause the medical examination to be made by a registered medical practitioner ;

(2) All persons suffering from small-pox may, *if facilities exist*, be disembarked and isolated ;

(3) All persons suspected to be suffering from small-pox may, if facilities exist, be disembarked and placed under observation ;

(4) Other persons reasonably suspected by the Health Officer to have exposed to infection and who, in his opinion, are not sufficiently protected by recent vaccination, or by a previous attack of small-pox may be subjected by him free of charge (*i*) to vaccination, if they are willing to be vaccinated or in the case of minors if their guardians or those in charge of them consent to their vaccination, and to surveillance or (*ii*) if they are not willing to be vaccinated and in the case of minors, if their guardians or those in charge of them do not consent to their vaccination, to observation. The period of surveillance or observation, if imposed under (*i*) or (*ii*), as the case may be shall be fixed in accordance with circumstances, but, in any case, the period shall not exceed fourteen days reckoned from the date of the arrival of the vessel ;

(5) Bedding which has been used, soiled linen, wearing apparel, and other articles which, in the opinion of the Health Officer, are infected, shall be disinfected ;

(6) Those parts of the vessel which have been occupied by persons suffering from small-pox or which, in the opinion of the Health Officer, are infected, shall be disinfected.

37. *Small-pox suspected vessels.*—Vessels suspected of being infected with small-pox may, in the discretion of the Health Officer, be subjected to the measures specified in rule 36 (1), (4) and (5) before *pratique* (which shall be in writing) is given.

38. *Healthy vessels.*—Healthy vessels shall be given free *pratique.*

SPECIAL RULES ON ACCOUNT OF CHICKEN-POX, CEREBROSPINAL MENINGITIS, DIPHTHERIA AND RELAPSING FEVER.

39. *Infected vessel.*—A vessel shall be regarded as infected if there is on board a case of one of these diseases or if prior, to the arrival of the vessel in port, there has occurred on board a case of one of these diseases within the period of incubation of that disease.

Suspected vessel.—A vessel shall be regarded as suspected if, prior to the arrival of the vessel in port, there has occurred on board a case of one of these diseases but not within the period of incubation of that disease :

Provided that a vessel shall not be regarded as suspected if the period of incubation has elapsed since the occurrence of any case before the arrival of the vessel at a previous port of call and the Health Officer is satisfied that the vessel has been subjected to proper medical examination at that port and that all necessary measures have been taken.

Healthy vessel.—A vessel shall be regarded as healthy if it is not an infected or suspected vessel as defined above.

40. (*a*) In the event of a vessel being classed as infected or suspected on account of any of the above-mentioned diseases, the Health Officer, before *pratique* (which shall be in writing) is given :—

(1) shall arrange for the conveyance of any person suffering or suspected to be suffering from such disease to a sanatorium or hospital, unless the sick person or his friends can make adequate provision elsewhere to the satisfaction

of the Health Officer; but he shall not enforce the removal from the vessel of any passenger or passengers bound for an onward port except as provided for in rule 14;

(2) may cause persons whom he suspects of having been exposed on board to infection with relapsing fever, to be deloused;

(3) may direct such bedding, linen, wearing apparel, and articles as in his opinion are infected, to be disinfected and/or disinsectised;

(4) may order those parts of the vessel which have been occupied by persons suffering from any of these diseases or which in his opinion are infected to be disinfected and/or disinsectised.

(*b*) Healthy vessels shall be given free *pratique*.

SPECIAL RULES ON ACCOUNT OF JIGGER.

41. *Infected vessel.*—A vessel shall be regarded as infected if there is any person on board suffering from jigger.

Suspected vessel.—A vessel shall be regarded as suspected if it has come from any place on the East Coast of Africa within the limits of Port Sudan and Durban or from any other place declared by the State Government to be infected with jigger and conveys sand or earth from such place either as ballast or cargo.

Healthy vessel.—A vessel shall be regarded as healthy if it is not an infected or suspected vessel as defined above.

42. In the case of an infected vessel before *pratique* (which shall be in writing) is given—

(1) the Health Officer shall examine every person on board whom he has reason to consider as having been exposed to infection with jigger, and any person or persons found to be suffering therefrom may if facilities exist be removed to hospital for treatment. Where the Health Officer is not himself a qualified medical officer, he may cause the medical examination to be made by a registered medical practitioner;

(2) the wearing apparel, bedding and personal effects of infected persons shall be disinfected. The Health Officer may, in his discretion, order the disinfection of the wearing apparel, bedding and personal effects of any other person on board;

(3) any part of the vessel which, in the opinion of the Health Officer, is infected shall be disinfected.

43. In the case of a suspected vessel no earth or sand as specified in rule 41 shall be landed from the vessel without the permission of the Health Officer who, if he considers it necessary, may order that any sand or earth on the vessel whether constituting the cargo or ballast or part thereof or otherwise shall be discharged into the sea/river at such places as shall be appointed for the purpose by the relevant port authority in consultation with the Health Officer. After such discharge into the sea/river or where permission to land the earth or sand has been accorded, the vessel may be given *pratique*.

44. Healthy vessels shall be given free *pratique*.

SPECIAL RULES ON ACCOUNT OF INFLUENZAL PNEUMONIA.

45. *Infected vessel.*—A vessel shall be regarded as infected if there is a case of influenzal pneumonia on board or if there has occurred a case on board within a period of five days prior to the arrival of the vessel in port.

Healthy vessel.—A vessel shall be regarded as healthy if it is not an infected vessel as defined above.

46. (*a*) In the case of an infected vessel before *pratique* (which shall be in writing) is given —

(1) the Health Officer may examine every person on board whom he has reason to consider as having been exposed to infection with influenzal pneumonia, and subject to the conditions prescribed in rule 14, any person or persons found by him on examination to be suffering from influenzal pneumonia shall be disembarked and isolated. Where the Health Officer is not himself a qualified medical officer, he may cause the medical examination to be made by a registered medical practitioner ;

(2) bedding which has been used, soiled linen, wearing apparel and other articles which in the opinion of the Health Officer are infected shall be disinfected.

(*b*) Healthy vessels shall be given free *pratique*.

GENERAL RULES APPLICABLE TO ALL DISEASES SPECIFIED IN RULE 3.

47. (1) The master of any vessel subject to these Rules shall comply with all directions in conformity with these Rules which the Health Officer may consider it necessary to issue.

(2) In exercising the powers conferred and the functions imposed upon him by the foregoing Rules, the Health Officer shall attach due importance to the presence on board the vessel of a medical officer and to the provision on board the vessel of suitable apparatus for disinfection, disinsectisation and destruction of rats, and shall in general apply the principles laid down in the foregoing Rules with due regard to their necessity and practicability in the particular circumstances of each case.

48. (1) No vessel which has arrived from an infected port and which has been subjected there to adequate sanitary measures to the satisfaction of the Health Officer shall again be subjected to these measures unless since its departure from such infected port it has called at another infected port or some other incident has occurred which in the opinion of the Health Officer, justifies the re-application of such sanitary measures.

(2) A vessel shall, for the purposes of sub-rule (1) of this rule be regarded as having called at a port if it has entered the port limits and has had either with the shore or with any other vessel in the port, communication of such a nature that conveyance to the vessel of any of the diseases specified in rule 3 of these Rules is possible.

49. The foregoing rules shall not prevent the transhipment subject to such restrictions as may be imposed by the Health Officer in conformity therewith, of passengers, mails or goods between vessels which have not been granted ***pratique.***

50. (*a*) Any vessel arriving in port refuses to submit to the appropriate measures prescribed by the Health Officer under these Rules shall be refused permission to enter into any form of communication with the shore or with any other vessel in the port which would render possible the conveyance of any of the diseases referred to in rule 3 of these Rules to the shore or to such other vessel or *vice versa*.

(*b*) In the case of a vessel refused permission under these Rules to communicate with the shore or with any other vessel in the port, passengers who desire to disembark with their baggage or tranship from the vessel shall be permitted to do so on the condition that they undertake to submit to the appropriate measures prescribed by the Health Officer under these Rules.

51. In the event of any vessel putting back to sea as a result of permission to communicate with the shore or with any other vessel in the port having been refused under the foregoing Rules, the Health Officer shall intimate this fact with the attendant circumstances, by telegraph, if possible to the next port of call of the vessel in India.

RULES APPLICABLE TO PERSONS.

52. Where any person, who is under observation, in virtue of the application of these Rules for the purpose of ascertaining whether or not he is infected with any of the infectious diseases specified in rule 3 of these Rules, develops any of these diseases, he shall be isolated in such place or sent to such hospital as the Health Officer may direct. Where such person forms one of a group of persons, who are being kept under observation for the aforesaid purpose, he shall be isloated or sent to a hospital at the discretion of the Health Officer in the manner specified above and the other persons may, at the discretion of the medical officer in charge, continue to be detained under observation for a period reckoned from the date of the occurrence of the case not exceeding that prescribed in this behalf by these Rules in respect of the disease in question. The clothes and personal effects of the patient and of such persons as have been in contact with the patient may be disinfected and/or disinsectised at the discretion of the medical officer in charge.

53. The medical officer in charge of any place appointed for the observation of any person under these Rules may, in his discretion by written order, direct that any person, who is kept there under observation shall be allowed to depart and shall be subjected to surveillance.

54. Persons subjected to observation or surveillance shall submit to, and comply with, all directions as to medical supervision or otherwise, which may be given by written order of a medical officer appointed in this behalf by the State Government.

55. When a suspected case of any infectious disease is disembarked from a vessel at any port, the Health Officer of that port shall report by telegraph the confirmation, or otherwise of the diagnosis to the Health Officer of the vessel's next port of call if that port is in India, Ceylon or Aden.

PART III.

Rules to be observed in the case of all vessels leaving ports specified in the Schedule hereto for ports beyond India.

56. (1) All persons proposing to embark upon a vessel leaving any port specified in the Schedule for any port beyond India shall be medically examined by the Health Officer. Where the Health Officer is not himself a qualified medical officer, he may cause the medical examination to be made by a registered medical practitioner. All persons in whom the medical examination disclosed symptoms of any of the diseases specified in rule 3 of these Rules shall be prohibited by the Health Officer from embarking. Further all persons in such relation with a person displaying the symptoms of one of the diseases referred to above as to render them liable to transmit the infection in question shall also be prohibited by the Health Officer from embarking.

(2) Such medical examination shall ordinarily take place by day on shore as shortly as possible before embarkation at the time and place fixed by the Health Officer.

(3) Through passengers and the members of the crew of a through vessel shall be liable to medical examination by the Health Officer or the registered medical practitioner, as the case may be, if the stay of the vessel in the port exceeds twenty-four hours.

(4) Any person failing to attend at the time and place appointed by the Health Officer for such medical examination may, in the discretion of the Health Officer, be prohibited from embarking or re-embarking, as the case may be.

(5) In addition to the medical examination referred to above, of persons proposing to embark on a vessel the Health Officer may, in his discretion, cause to be disinfected and/or disinsecticised on shore previous to such embarkation any clothing, bedding or other articles belonging to such persons and, in the absence of such disinfection and/or disinfectisation, may prohibit the taking on board of any such clothing, bedding or other articles.

If any clothing, bedding or other articles which, in the opinion of the Health Officer may require disinfection and/or disinsectisation, have been placed on board without having undergone such disinfection and/or disinsectisation, the Health Officer may cause their immediate removal from the vessel.

(6) The master of a vessel shall not permit the embarkation of any clothing, bedding or other articles belonging to new members of the crew unless embarkation of such clothing, bedding or other articles has been authorised by the Health Officer of the port.

57. (1) On the completion of the medical examination prescribed in rule 56, the Health Officer shall before the vessel leaves the port endorse on the vessel's bill of health a statement to that effect indicating the classes of persons examined, e.g., newly embarked passengers and crew ; through passengers and crew.

(2) Where in the special circumstances of any vessel or of the persons on board that vessel, any measures prescribed as necessary or as within the discretion of the Health Officer under these Rules have been satisfactorily and effectively carried out,

the Health Officer shall endorse on the vessel's bill of health, before the vessel leaves the port, a statement giving all necessary information to enable the Health Officer at the next port of call to determine the health condition of the vessel at the time it arrives in that port.

(3) Where no measures under these Rules have been necessary in respect of a vessel or of the persons on board, a statement to this effect shall be endorsed on the vessel's bill of health on the vessel's leaving the port :

Provided that once the statements referred to above have been endorsed upon a vessel's bill of health, no person, baggage, merchandise or other articles shall proceed or be taken on board except with the permission of the Health Officer to whom, in such event the bill of health shall be returned by the master of the vessel for necessary amendment if the Health Officer considers such amendment necessary.

58. No endorsement on a vessel's bill of health made under rule 57 shall be valid if the vessel remains in the port for a period exceeding twenty-four hours after that endorsement has been made. Such vessel shall not leave the port until—

(*a*) a fresh medical examination of all the persons on board has been made within the terms of rule 56, and

(*b*) a fresh endorsement on the vessel's bill of health has been made within the terms of rule 57 :

Provided that such fresh examination may be conducted on board the vessel, whether or not there has been communication with the shore since the previous examination was made.

59. Port-clearance shall not be granted to any vessel, unless and until the master produces the vessel's bill of health endorsed in the appropriate manner prescribed in the foregoing Rules :

Provided that at any port where, in the opinion of the State Government, local conditions render relaxation of this rule advisable, the authority responsible for granting port-clearance may grant it to any vessel on receiving from the agents of the vessel a written guarantee that a duplicate of such bill of health, signed by the Health Officer, will be furnished by them to him within forty-eight hours.

PART IV.

General Rules.

60. At all ports mentioned in the Schedule—

(*a*) the Health Officer shall take effectual measures—

(1) where cholera exists at the port, to ensure that drinking water and foodstuffs taken on board a vessel are wholesome and that water taken in as ballast is disinfected if necessary ;

(2) to ensure that old clothes and rags, whether baled or otherwise have been thoroughly disinfected before loading if, in his opinion, they are likely to be infected with small-pox ; and

(3) to prevent the breeding of mosquitoes in the port area ;

(*b*) the Health Officer may, in his discretion, prohibit the admission of any visitor to any vessel in port.

61. The master of every vessel on arrival at any port specified in the Schedule shall take such precautions as the Health Officer may specify in order to prevent rats gaining access to vessels.

62. No vessel shall leave any port specified in the Schedule for any port beyond India, unless the master of such vessel is in possession of a Deratisation Certificate or Deratisation Exemption Certificate issued not more than six months prior to the date of proposed departure to the effect that such vessel has been inspected by an accredited Port Health Authority and that its rat population has been reduced to or maintained at a minimum as the case may be.

63. (1) The following persons shall be accredited Port Health Authorities for the purpose of rule 62, namely :—

(*i*) for foreign ports the Health Officers of the port specified in the "List of Ports qualified to issue certificates" issued from time to time by the Office International d'Hygiene Publique, and

(*ii*) for Indian ports, the Health Officers of the Ports of Bombay and Calcutta.

(2) The period of the validity of the certificate referred to in rule 62 may be extended by one month by the Health Officer in his discretion in the case of a vessel proceeding to its home port.

64. If no such certificate is produced by the master of a vessel proposing to leave a port, the Health Officer may after enquiry and inspection, either—

(*a*) cause the vessel to be deratised under his direction and control, or

(*b*) issue a dated Deratisation Exemption Certificate if he is satisfied that the rat population is maintained at a minimum.

Where the Health Officer acts in accordance with the provisions of sub-clause (*a*) he shall on the completion of the deratisation to his satisfaction, issue a dated Deratisation Certificate. The Health Officer shall decide in each case the technique which shall be employed to secure the practical extermination of rats on board ; details of the deratising process applied and of the number of rats destroyed shall be entered by the Health Officer on the certificate.

Where the Health Officer acts in accordance with the provisions of sub-clause (*b*) he shall state on the Deratisation Exemption Certificate the reasons which in his opinion, justify the issue of such certificate.

65. Where, although a Deratisation Certificate or a Deratisation Exemption Certificate, as prescribed in rule 62, is produced by the master of a vessel, the Health Officer finds, after enquiry and inspection, that the rat population on the vessel is not maintained at a minimum, he may cause the vessel to be deratised under his direction and control.

On the completion to the satisfaction of the Health Officer of any deratisation carried out under this rule, the Health Officer shall issue a dated Deratisation Certificate. The Health Officer shall decide in each case the technique which shall be employed to secure the practical extermination of rats on board ; details of the deratising process applied and of the number of rats destroyed shall be entered by the Health Officer on the certificate.

66. (1) The deratisation under these Rules of any vessel shall be carried out in such a manner as to avoid as far as possible damage to the vessel and cargo (if any).

(2) The process of deratisation shall not last longer than twenty-four hours.

(3) In the case of vessels in ballast, deratisation shall be carried out before cargo is taken on board.

(4) The fees chargeable for Deratisation Certificates and Deratisation Exemption Certificates under rules 64 and 65 shall be as fixed from time to time by the State Government.

67. (1) The Health Officer, in order to ascertain its general sanitary condition, may at any time inspect any vessel within the precincts of the port. Such inspection may have regard to the prevalence on the vessel of mosquitoes, insects or other vermin. The Health Officer may make in this regard recommendations to the master, owner or agent for the rectification of any particular insanitary state, for the destruction of mosquitoes, insects or other vermin and the elimination of their breeding places on board. The Health Officer may further require such measures to be adopted, or in default of such adoption may carry them out himself or cause them to be carried out at the expense of the master, owner or agent.

(2) The powers conferred on the Health Officer by sub-rule (1) may also be exercised by the Conservator of the Port or by any officer duly authorised by him in writing or appointed in this behalf by the State Government.

68. Whenever a person suffering or suspected to be suffering from any infectious disease or anyone who has been in contact with such a person and is considered liable to develop such infectious disease is disembarked from a vessel, the Health Officer shall notify the Health Officer of the local authority concerned and in the absence of the Health Officer, the President or the Chairman of the local authority and supply him with the necessary particulars.

69. The Health Officer may direct the disinfection or in special cases for reasons to be recorded in writing the destruction of foodstuffs on board a vessel which in his opinion are infected with any disease or otherwise are dangerous to public health. In default of immediate destruction, he may himself seize and destroy such foodstuffs, and thereafter shall enter in the vessel's log or give to the master of the vessel a certificate detailing the nature and amounts of food stuffs so seized and the reasons for their destruction.

70. (1) The Health Officer, if requested in this behalf by the master or any representative of the owner or agent of a vessel which has undergone sanitary measures under these Rules, shall supply such master or representative of the owner or agent, free of charge with a certificate specifying the nature of the sanitary measures undergone and the methods applied, the parts of the vessel treated, and the reasons for employing such measures.

(2) The Health Officer, if requested in this behalf by any person who has arrived by an infected or suspected vessel, shall supply such person, free of charge, with a certificate setting out the date of arrival and the measures to which the person and his baggage have been subjected.

Rules applicable in the event of Death on Board.

71. If death occurs on board before a vessel enters port limits, the dead body shall, unless there are special reasons to the contrary, be buried at sea before the vessel enters port limits, in not less than five fathoms of water, in such manner as to secure its immediate sinking and remaining below the surface.

72. If death occurs on board within port limits, or if a vessel arrives with a dead body on board,—

(*i*) the master of the vessel shall at once inform the Health Officer of the fact ;

(*ii*) the Medical Officer of the vessel, or if there is no Medical Officer, the Health Officer, shall, if possible, ascertain and certify the cause of death ;

(*iii*) if for any reason the Medical Officer of the vessel or, as the case may be, the Health Officer is unable to certify the cause of death, the Health Officer shall report the matter to the police with a view to the removal of the dead body from the vessel and its *post-mortem* examination ;

(*iv*) the master of the vessel shall, in all cases where *post-mortem* examination is necessary or where the dead body is unclaimed, hand over the body to the police, and in all other cases, to the person claiming the dead body ;

(*v*) the master of the vessel shall carry out such instructions for the disposal of the dead body and for the cleaning and disinfection of the vessel as may be given by the Health Officer.

73. If death occurs on board either by accident or in suspicious circumstances the master of the vessel shall report the matter to the police at the earliest possible opportunity.

74. (1) If death occurs during the day on board a vessel within port limits, the ensign and house flag, if any, shall immediately be lowered to half-mast and kept in that position from sunrise till sunset as long as the dead body remains on board ; and if death occurs between sunset and sunrise, one red light shall be hoisted at the peak, half-mast high.

(2) Every vessel arriving at a port with a dead body on board shall, if the arrival is by day, hoist the appropriate International Code Signal in accordance with Code Book, Volume I, and if the arrival is by night, transmit a message to the Signal Station, intimating the fact of a dead body being on board.

FORM.

(*See* rule 6.)

HEALTH REPORT.

To be rendered under the BOMBAY PORT HEALTH RULES,———————
[framed under section 6 (*1*) (*p*) of the Indian Ports Act, 1908], by the Master of every vessel immediately on arrival at the Port of———————
Name of vessel———————Nationality———————Tonnage (Net)———
First port of loading———————Date of departure———————
Ports of call *en route* with dates———————

HEALTH QUESTIONS.

1. When and at what port was your ship last granted
   (*a*) Deratisation Exemption Certificate... ———————————
   (*b*) A Deratisation Certificate. By what process was deratisation carried out ? ———————————
2. Have any cases of plague, cholera, yellow fever, typhoid, small-pox, chicken-pox, cerebrospinal meningitis, diphtheria, relapsing fever, Jigger, or influenzal pneumonia occurred on board during the voyage ? If so, give particulars such as name of illness, date of onset, port and date of embarkation of case ... ...
3. Are the cases still on board ? If not how were they disposed of ? ... ...
4. If removed, has disinfection been carried out since removal ? ... ...
   If so, at what port ? ... ...
5. Is there on board any person, who has come from any place on the east coast of Africa within the limits of Port Sudan and Durban ? ... ...
   Does the vessel convey sand or earth from any such place ? ... ...
6. Has plague occurred amongst rats on board during the voyage ? or ...
   Has an unsual mortality amongst rats been noted during the voyage without determining the cause thereof ? ...
7. Has any death from any cause other than those mentioned above occurred during the voyage ? ... ...
   If so, give particulars ... ...
8. Are you aware of any other condition on board which may lead to infection or to the spread of infectious disease ? ...

Note.—In the absence of a medical officer the Master should regard the following symptoms as grounds for suspecting the existence of infectious disease:

Fever accompanied by prostration or persisting for several days, or attended with grandular swellings; any acute skin rash or eruption with or without fever; severe diarrhoea, or diarrhoea with symptoms of collapse; jaundice accompanied by fever.

The particulars given in this Health Report are true and correct to the best of my knowledge.

Date Signed

(Ship's Medical Officer.)

Countersigned.

(Master.)

Indian Ports Act, section 6 (3).—"If any person disobeys any rule made under clause (*p*) of sub-section (*1*), he shall be punishable for every such offence with fine which may extend to one thousand rupees."

SCHEDULE.

1. Goga.
2. Dholera (Whittle Bandar).
3. Tankari.
4. Kavi.
5. Dehej.
6. Broach.
7. Bhagwa.
8. Surat.
9. Matwad.
10. Bulsar.
11. Umarsadi.
12. Kolak.
13. Kalai.
14. Maroli.
15. Umbergaon.
16. Dahanu Creek.
17. Tarapur.
18. Olivara Navapur.
19. Satpati Creek.
20. Kelva.
21. Arnala.
22. Bandra.
23. Vesava.
24. Manori.
25. Utan.
26. Bassein.
27. Bahivadi
28. Kalyan.
29. Thana.
30. Trombay.
31. Panwel.
32. Mora.
33. Karanja.
34. Thal.
35. Alibag.
36. Revdanda.
37. Mandad.
38. Bankot.
39. Harnai.
40. Dabhol.
41. Borya.
42. Jaygad.
43. Varavda.
44. Ratnagiri.
45. Purnagad.
46. Jayatapur.
47. Vijayadurg.
48. Devgad.
49. Achra.
50. Malvan.
51. Nivti.
52. Vengurla.
53. Redi.
54. Tilmati.
55. Sadashivgad.
56. Karwar, including Baitkhol.
57. Bingi.
58. Chendya.
59. Belikeri.
60. Ankola.
61. Gangavali.
62. Tadri.
63. Kumpta.
64. Honawar.
65. Manki.
66. Murdeshwar.
67. Shirali.
68. Bhatkal.

G. N., R. D., No. 8624/28, dated 17th March 1932 (B. G., Pt. I, p. 638). **S. 7 (1)**

Amended by G. N., R. D., No. 8624/28, dated 22nd October 1935.

In exercise of the powers conferred by sub-section (*1*) of section 7 of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to appoint the Assistant Collectors of Salt Revenue, Viramgam, Surat, Thana, Ratnagiri, Kanara and Goa Frontier to be conservators of ports in their respective ranges which are under the control of the Collector of Salt Revenue, Bombay, and to which the said Act is extended.

G. N., R. D., No. 8265/28, dated 23rd April 1937 (B. G., Pt. I, p. 1045). **Ss. 7 (4) & 36 (1).**

Amended by G. N., R. D., No. 8265/28, dated 19th May 1937.

In exercise of the powers conferred by sub-section (*4*) of section 7 of the Indian Ports Act, 1908 (XV of 1908), and in supersession of Government Notification in the Revenue Department, No. 8265/28, dated the 28th November 1936, the Government of Bombay is pleased to appoint, with effect from the 28th day of April 1937, the Collector of Salt Revenue, Bombay, to be the intermediate authority to whose control the conservators at all ports within the Bombay Presidency, except the port of Bombay, shall be subject.

The Government of Bombay is pleased further to invest the Collector of Salt Revenue, Bombay, under sub-section (*1*) of section 36 of the said Act with the control over the Ports Fund receipts and expenditure of the ports aforesaid.

G. N., P. W. D., No. 1845/48 (b), dated 8th March 1951 (B. G., Pt. I, p. 1236). **S. 7 (1) & (4).**

In exercise of the powers conferred by sub-sections (*1*) and (*4*) of section 7 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased—

(1) to appoint the Superintendent of Customs, Okha, and Deputy Superintendent of Central Excise, Amreli, to be Conservators of Ports, except the port of Okha, lying within their respective jurisdictions and which are under the control of the Collector of Customs, Saurashtra and to which the said Act, is extended;

(2) to appoint the Collector of Customs, Saurashtra, Jamnagar, to be the intermediate authority to whose control the said Conservators shall be subject.

G. N., G. D., No. 1594/33, dated 7th December 1936 (B. G., Pt. IV-A, pp. 1087–1090). **S. 17 (1)**

Amended by G. N., G. D., No. 1594/33, dated 7th June 1940.

Under sub-section (*1*) of section 17 of the Indian Ports Act, XV of 1908, and in supersession of Government Notification, General Department, No. 4174, dated the 30th July 1902, the Governor in Council is pleased to appoint the undermentioned officers to be ex-officio Health Officers of the Ports noted against their respective designations :—

NORTHERN GROUP OF PORTS.

1. Gogha	...	...	The Officer in charge of the Custom House.	
2. Dholera (Whittle Bandar)	...	...	The Medical Officer in charge of the dispensary.	
3. Tankari	...	...		
4. Kavi	...	...	Do.	do.
5. Dehei	...	...	Do.	do.

NORTHERN GROUP OF PORTS—*contd.*

6. Broach	...	The Civil Surgeon.
7. Surat	...	
8. Bhagwa	...	The Medical Officer in charge of the dispensary at Olpad.
9. Matwad	...	The Medical Officer in charge of the dispensary at Jalalpur.
10. Bulsar	...	The Officer in charge of the Custom House.
11. Umarsadi	...	The Medical Officer in charge of the dispensary at Pardi.
12. Kolak	...	The Officer in charge of the Custom House.
13. Kalai	...	
14. Maroli	...	
15. Umbergaon	...	The Medical Officer in charge of the dispensary.
16. Dahanu	...	
17. Tarapur	...	The Medical Officer in charge of the dispensary at Chinchani.
18. Nawapur	...	
19. Satpati	...	The Medical Officer in charge of the dispensary at Mahim.
20. Kelwa	...	
21. Arnalla	...	The Medical Officer in charge of the dispensary at Bassein.

SOUTHERN GROUP OF PORTS.

22. Bassein	...	The Medical Officer in charge of the dispensary.
23. Utan	...	The Medical Officer in charge of the dispensary at Bhayandar.
24. Manori	...	The Medical Officer in charge of the dispensary at Andheri.
25. Vesawa	...	
26. Bandra	...	The Medical Officer in charge of the dispensary.
27. Bhiwandi	...	The Medical Officer in charge of the dispensary.
28. Kalyan	...	
29. Thana	...	The Civil Surgeon.
30. Trombay	...	The Medical Officer in charge of the dispensary at Kurla
31. Panwel	...	The Medical Officer in charge of the dispensary.
32. Mora	...	The Medical Officer in charge of the dispensary at Uran.
33. Karanjia	...	
34. Thal	...	The Civil Surgeon.
35. Alibag	...	
36. Revdanda	...	The Medical Officer in charge of the dispensary.
37. Mandad	...	The Officer in charge of the Custom House.
38. Bankot	...	
39. Harnai	...	The Medical Officer in charge of the dispensary at Dapoli.
40. Dabhol	...	

SOUTHERN GROUP OF PORTS—*contd.*

41. Borya	...	... The Officer in charge of the Custom House.
42. Jaigad	...	...
43. Varavda	...	...
44. Ratnagiri	...	... The Civil Surgeon.
45. Purnagad	...	...
46. Jaitapur	...	... The Officer in charge of the Custom House.
47. Vijayadurg	...	...
48. Deogad	...	... The Medical Officer in charge of the dispensary.
49. Achra	...	... The Officer in charge of the Custom House.
50. Malwan	...	... The Medical Officer in charge of the dispensary.
51. Nivti	...	... The Officer in charge of the Custom House.
52. Vengurla	...	... The Medical Officer in charge of the dispensary at Vengurla.
53. Redi	...	...
*54.	*	* * * * *
55. Tilmati	...	... The Officer in charge of the Custom House.
56. Sadashivgad	...	... The Civil Surgeon.
57. Karwar	...	...
58. Bingi	...	...
59. Chendia	...	... The Officer in charge of the Custom House.
60. Belekeri	...	... The Medical Officer in charge of the dispensary at Ankola.
61. Ankola	...	...
62. Gangavali	...	... The Officer in charge of the Custom House.
63. Tadri	...	... The Medical Officer in charge of the dispensary at Gokarn.
64. Kumta	...	... The Medical Officer in charge of the dispensary.
65. Honawar	...	...
66. Manki	...	... The Medical Officer in charge of the dispensary at Honawar.
67. Murdeshwar	...	... The Medical Officer in charge of the dispensary at Bhatkal.
68. Shirali	...	...
69. Bhatkal	...	...

G. N., R. D., No. 2466-G., dated 8th April 1922 (B. G., Pt. I, p. 802). S. 33 (2)

In exercise of the powers conferred by section 33 (*2*) of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to direct that the following proviso shall be added to the entry in column 4 against the southern group of Ports in Part III, Schedule I, to the said Act :—

"Provided further that the State Government may prescribe a port due, not having the effect of increasing the port dues leviable in any such port, leviable once in 24 hours from midnight to midnight in respect of cargo boats ordinarily plying direct between Bombay and Goa and diverted to any such ports for the purpose only of picking up passengers who may have been detained at such ports for want of accommodation on coasting steamers and the personal luggage of such passengers."

Ss. 33 (2) & 34.

G. N., P. W. D., No. 1963/48, dated 1st March 1951 (B. G., Pt. IV-A, p. 68).

In exercise of the powers conferred by sub-section (2) of section 33 and section 34 of the Indian Ports Act, 1908 (XV of 1908), and in supersession of Government Notification, Revenue Department, No. 4505/33, dated the 25th March 1936, the Government of Bombay is pleased to alter with effect from the 7th May 1951, the entries in columns 2 and 3 against the ports shown under the "Northern Group of ports" and "Southern Group of ports" in the State of Bombay specified in the first column of Part III of the First Schedule annexed to the said Act and to substitute in their place the following entries, namely :—

	2	3
"(*i*)	Sea-going vessels of 10 tons and upwards not propelled by steam or other mechanical means (except fishing boats).	6 annas per ton.
(*ii*)	Sea-going vessels of 10 tons and upwards whether propelled by steam or other mechanical means.	9 annas per ton."

S. 33 (2) & (3).

G. N., P. W. D., No. 1845/48 (d), dated 8th March 1951 (B. G., Pt. IV-A, p. 65).

In exercise of the powers conferrred by sub-sections (2) and (3) of section 33 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased to include in Part III of the First Schedule under the heading "*Northern Group of Ports*" the following at the end, namely :—

Kotda ...	Sea-going vessels of ten tons and upwards (except fishing boats).	Not exceeding three annas per ton on sea-going vessel of ten tons and upwards not propelled by steam or other mechanical means (except fishing boats) and not exceeding four and half annas per ton on sea-going vessels of ten tons and upwards whether propelled by steam or other mechanical means (except the fishing boats).	Once in thirty days at the same port; provided that no coasting vessel or coasting steamer having paid port-dues at any port shall be chargeable with port-dues again at the same or any other port of the same group within thirty days.
Madhwad ...	Do. ...	Do. ...	Do.
Kodinar (Muldwarka).	Do. ...	Do. ...	Do.
Beyt ...	Do. ...	Do. ...	Do.
Dwarka (Rupen) ...	Do. ...	Do. ...	Do.

G. N., P. W. D., No. 1813/48, dated 24th May 1951 (B. G., Pt. IV-A, p. 202). S. 33 (2) & (3).

In exercise of the powers conferred by sub-sections (*2*) and (*3*) of section 33 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased—

to amend the First Schedule to the said Act, so far as it relates to the Ports within the State of Bombay, as follows, namely :—

In Part III of the said Schedule,—

(*i*) under the heading "Northern Group of Ports" after the entry "25. Arnala" the following entries shall be inserted, namely :—

Name of Port.	Vessels chargeable.	Rate of port dues.	Due how often chargeable in respect of same vessel.
1	2	3	4
Cambay .. Billimora. Navsari.	Sea-going vessels of ten tons and upwards (except fishing boats), Cargo steamers of the Bombay Steam Navigation Company Limited ordinarily plying direct between Bombay and Goa and diverted to any ports in the group for the purpose solely of picking up passengers who may have been detained at such ports for want of accommodation on coasting steamers and the personal luggage of such persons in respect of any period of 24 hours from midnight to midnight, one-thirtieth of the due fixed for coasting steamers provided that where any such steamer shall become liable to port dues fixed for coasting steamers any amount levied under this item within the period of 30 days prior thereto shall be deducted from the dues leviable under the item relating to coasting steamers.	Not exceeding six annas per ton on sea-going vessels of ten tons and upwards not propelled by steam or other mechanical means (except fishing boats) and not exceeding nine annas per ton on sea-going vessels of ten tons and upwards whether propelled by steam or other mechanical means.	Once in thirty days at the same port provided that no coasting vessel or coasting steamer having paid port dues at any port shall be chargeable with port dues again at the same or any other port of the group within thirty days. Provided further that the Government may prescribe a port due, not having the effect of increasing the port dues leviable in any such port, leviable once in 24 hours from midnight to midnight in respect of cargo boats ordinarily plying direct between Bombay and Goa and diverted to any such port for the purpose only of picking up passengers who may have been detained at such ports for want of accommodation on coasting steamers and the personal luggage of such passengers.

(*ii*) under the heading "Southern Group of Ports" after the entry "50 Bhatkal" the following entries shall be inserted, namely :—

Name of Port.	Vessels chargeable.	Rate of port dues.	Due how often chargeable in respect of same vessel.
1	2	3	4
Borlia Madla .. Murud (Janjira). Nandgaon Rajpuri. Kumbharu-Shriwardhan.	Sea-going vessels of ten tons and upwards (except fishing boats), Cargo steamers of the Bombay Steam Navigation Company Limited ordinarily plying direct between Bombay and Goa and diverted to any ports in the group for the purpose solely of picking up passengers who may have been detained at such ports for want of accommodation on coasting steamers and the personal luggage of such persons in respect of any period of 24 hours from midnight to midnight, one thirtieth of the due fixed for coasting steamers provided that where any such steamer shall become liable to port dues fixed for coasting steamers any amount levied under this item within the period of 30 days prior thereto shall be deducted from the dues leviable under the item relating to coasting steamers.	Not exceeding six annas per ten on sea-going vessels of ten tons and upwards not propelled by steam or other mechanical means (except fishing boats) and not exceeding nine annas per ton on sea-going vessels of ten tons and upwards whether propelled by steam or other mechanical means.	Once in thirty days at the same port provided that no coasting vessel or coasting steamer having paid port dues at any port shall be chargeable with port dues again at the same or any other port of the group within thirty days. Provided further that the Government may prescribe a port due, not having the effect of increasing the port dues leviable in any such port, leviable once in 24 hours from midnight to midnight in respect of cargo boats ordinarily plying direct between Bombay and Goa and diverted to any such port for the purpose only of picking up passengers who may have been detained at such ports for want of accommodation on coasting steamers and the personal luggage of such passengers.

***G. N., R. D., dated 23rd November 1866 (B. G., Pt. I, p. 1988).**

The following amended Notification is published in supersession of Notification dated 9th December 1859 :—

Notification.—Measuring fees leviable under the provisions of Act XXXI of 1857 are applicable to Boats or Vessels of every description whether Harbour Craft, Coasting or Sea-going Craft, European or Native of whatever rig or denomination

* This notification issued under the provisions of Act XXXI of 1857, corresponding to section 35 of Act XV of 1908, is still in force.

registered under any Law for the time being in force with respect to such registration, and will be levied at the following rates that is to say —

	Rs.	a.	p.
On every Craft exceeding (4) four Bombay Candies or (1) one Ton and not exceeding (20) twenty Bombay Candies, or (5) Tons	3	0	0
On every Craft exceeding (20) twenty Bombay Candies or (5) Tons and not exceeding (40) forty Bombay Candies or (10) Tons	6	0	0
On every Craft exceeding (40) forty Candies or (10) ten Tons and not exceeding (200) two hundred Bombay Candies or (50) fifty Tons	10	0	0
On every Craft exceeding (200) two hundred Bombay Candies or (50) fifty Tons, and not exceeding (400) four hundred Bombay Candies or (100) one hundred Tons ...	20	0	0
On every Craft exceeding (400) four hundred Bombay Candies or (100) one hundred Tons and upwards ...	30	0	0

***G. N., R. D., No. 12797, dated 16th December 1908 (B. G., Pt. I, p. 2144).** S. 35

In exercise of the powers conferred by section 35, sub-section (*1*) of the Indian Ports Act, 1889 (X of 1889), the Governor in Council is pleased to direct that the following fees shall be charged at the Continental Ports of the Bombay Presidency for measuring vessels registered at Portuguese Indian ports, namely :—

For each certificate of measurement for a vessel not exceeding 20 Bombay khandis burthen, 1 rupee.

Do. do. for a vessel exceeding 20 such khandis burthen and not exceeding 100 khandis burthen, 5 rupees.

Do. do. for a vessel exceeding 100 such khandis burthen and not exceeding 400 khandis burthen, 7 rupees.

Do. do. for a vessel of 100 tons or greater burthen, 2 annas per ton.

G. N., P. W. D., No. 1845/48 (c), dated 8th March 1951 (B. G., Pt. I, p. 1237). S. 36 (1)

In exercise of the powers conferred by sub-section (*1*) of section 36 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased to appoint the Collector of Customs, Saurashtra, Jamnagar, to receive the dues, fees or other charges at the ports specified in Government Notification, Public Works Department, No. 1845/48 (*b*), dated the 8th March 1951, and subject to the control of the State Government to expend the receipt on any of the objects authorized by the said Act.

* This notification issued under section 35 of Act X of 1889, corresponding to section 35 of Act XV of 1908, is kept in force by section 24 of the General Clauses Act, 1897.

S. 37 (1) **G. N., R. D., No. 6440/39, dated 24th February 1942 (B. G., Pt. IV-A, p. 91).**

In exercise of the powers conferred by sub-section (*1*) of section 37 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased to direct that, with effect from the 1st day of April 1942, all the ports mentioned in the "*Northern Group of Ports*" and the "*Southern Group of Ports*", in Part III of the First Schedule appended to the said Act, shall be regarded as constituting a single port, for the purposes of section 36 of the said Act.

Ss. 46 & 47 **G. N., P. W. D., No. 1845/48 (e), dated 8th March 1951 (B. G., Pt. IV-A, p. 67).**

In exercise of the powers conferred by sections 46 and 47 of the Indian Ports Act, 1908 (XV of 1908), the Government of Bombay is pleased to determine in respect of the ports specified in Government Notification, Public Works Department, No. 1845/48(*d*), dated the 8th March 1951 (hereinafter referred to as the said ports), the following rates of port-dues on vessels in ballast and the rates of the port-dues on vessels not discharging or taking in cargo, namely :—

(1) a vessel entering any of the said ports other than the port of Okha in ballast and not carrying passengers shall be charged with port-dues at three-fourths of the rate with which she would otherwise be chargeable ;

(2) when a vessel enters any of the said ports but does not discharge or take in any cargo or passengers therein (with the exception of such unshipment and re-shipment as may be necessary for purpose of repairs) she shall be charged with a port-due at half the rate with which she would otherwise be chargeable.

* **G. N., R. D., No. 789, dated 13th February 1878 (B. G., Pt. I, p. 91).**

His Excellency the Honourable the Governor in Council is hereby pleased to direct that for the purposes of section 18 of the Indian Ports Act, 1875, all officers in charge of Customs Houses under the control of the Collector of Salt Revenue shall be assistants to the Conservator of each of the Ports within their respective ranges to which the said Act now is, or may hereafter at any time become applicable.

* This notification issued under section 18 of Act XII of 1875, corresponding to section 66 of Act XV of 1908, is kept in force by section 24 of the General Clauses Act, 1897.